CYCLE NEWS®

WEST NEWSPAPER

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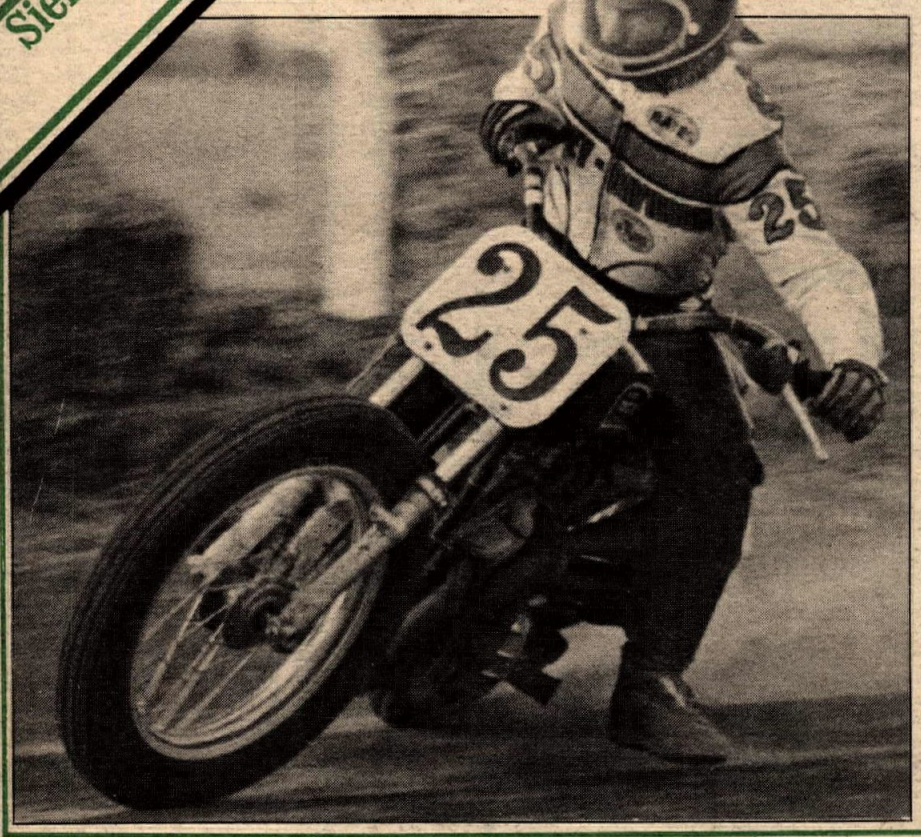
Sierra Club stacks Hope Ranch deck -- see Papa Wealey



Albuquerque:
Jay Springs a double

Canada:
Woofie doubles again

England:
Moisseev does double duty

Maryland:
Honda double teams Hannah

THE LATEST POOP BY PAPA WEALEY

Have we started something? The Honda Hunnies, American Honda's lady softballers, challenge Suzuki's girls, or guys, for that matter. The gauntlet is down, folks.

If that weren't bizarre enough, there's a rumor that the final event at W/ERA's July 17-18 Ontario extravaganza will be a ten-lap VAN RACE! I dunno . . . is there room in Southern California for two Mike Goodwins?

A word on bike prep – double check the front cable routing on those long-stroke front ends, making sure it can't snag and pull the brake on as the forks work. This has already caused some pretty horrendous crashes. One specific culprit is open-loop cable guides that allow the cable to pop out and wave around loose when things get really violent. Best to replace 'em with closed-loop guides if your bike's got 'em.

Nigel Adams DeCoster, 8 lb., 7½ oz., is the new arrival at the Roger and Laurie D. household, born Saturday, June 26 in Santa Barbara, California. Already, he's front wheel high: 21 inches.

Would you believe there's such a thing as a 380-pound street-legal Sportster? Arnie at Harley-Davidson West rides one such, with a Harry Hindall frame – even shows up at Griffith Park with it, now and then. Got rearsets, BMW-style bars, Snowflake wheels, really trick. It even handles! What's this world coming to?

More rumors. Now we hear that Rokon's seriously considering a 360cc automatic "clubman" road racer, if they can make it quiet enough for the street.

Schools: One for speedway, two days, taught by Mike Bast at the Maely Rancho, July 17-18. Call (714) 735-0540 for info. Another, for road racing, taught by Tommy Byars at Oak Hill Raceway, Henderson, Texas, July 11 weekend. You say you don't live in Texas? Tough.

Special stadium cross machinery is being built by stadium title chase leader, Jim Weinert, '75 Superbowl champ Jim Ellis, and even American's great Grand Prix hope, Jim Pomeroy, who is awaiting arrival of a one-off from Spain. John Grace of Bultaco is now in Spain personally handling the shipment.

Lots of BLM public meetings coming up this month – Riverside Dist. July 15, State Ad Hoc ORV Committee in Sacramento July 12, Bakersfield Dist. July 23-24, and the full State Advisory Board in Sacramento July 29-30. At most of these meetings, the subject of "rechartering" will come up. That's when they decide how many members each board shall have, and what groups each member should represent. That give you any ideas?

Hope Ranch hearing Be there or lose it!

The Sierra Club is expected to try to pack the July 9 hearing at which California's Parks & Recreation Dept. will decide the fate of its newly-acquired Hope Ranch property. The Angeles chapter has already managed to generate 600 letters against opening the property at ORVs. Naturally, the State Geologist's report is also negative.

The posey-sniffers have already locked up nearby Malibu State Park as their private preserve. If Hope Ranch is ever to be classified as a recreation area that you can use, it will be because enough Los Angeles-area bikers showed up to convince them we need green space, too. Savvy?

Meeting time and place:
July 9, beginning 10:30 a.m.
Ventura City Council Chambers
501 Poli Street
Ventura, California.

Bob Hannah wheelies up to Rick Burgett and prepares to hop over him! Just a couple of guys preparing for a 500 National.

JIM GIANATSIS

Sonny Burres, Ted Davidson and Dan Hogue are the Expert, Junior and Novice leaders, respectively in the AMA Pacific Regional pro standings.

Oregon Motorcycle Road Race Assoc. has gone to a 100% payback system for lightweight (250cc) and Open (251-750cc) GP, based on a $20 entry fee. They say that the average size 250 class they've been getting at Delta Park would pay out about $400 purse for the class, meaning about half the riders would go home breaking even or better. Bigger class entry, bigger money, of course.

Tip of the Wealey duckbill to Bobby Jay of Albuquerque, not only for helping promote a fine first-effort National Mile, but also for serving up some unforgettable burritos, afterwards.

Delayed course construction work forced the organizers to cancel an August 8 Formula 750 race set for Ahvenisto, Finland. Gary Nixon still leads the series, which is in recess until July 18, when it picks up again in Sweden.

The 125 USGP is this Sunday in Lexington, Ohio. Gaston Rahier, who has already clinched his title, will be the headliner along with Czechs Jiri Churavy and Zdenek Velky. American hopes rest with last year's USGP winner Marty Smith and current favorite "Hurricane" Hannah. Other foreign entries include Tommy Olsson (Sweden), Werner Schultz (Germany), Masuru Ideka (Japan), Jorn Hanmanson (Denmark) and Thomas Goinger (Venezula).

The July 4th British 500 GP was not a day of American celebration as Tony DiStefano and Brad Lackey failed to make the top five. British Teenager Graham Noyce won the first moto ahead of Wolsink, DeCoster, Herbert Schmitz (Puc), and John Banks. Lackey was sixth. Adolph Weil won the second moto followed by DeCoster, Vic Allen, Ake Jonsson, Van Velthoven and Herbert Schmitz. With two 500 GP's to go DeCoster still holds a two moto lead over teammate Gerritt Wolsink.

We hear that quite a few sidehack teams from California are going to be traveling up to Oregon for the OMRRA National road race at Delta Park, near Portland, July 11.

Two weeks after the Bad Rock Two Day Trial, Dick Mann finally went to the doctor, complaining that the "pain in the neck" was getting to him. It was broken; that's why it hurt.

Ken Roberts, the MX bicycle mogul. Or soon to be, if his name brand of trick plated-frame pedallers takes off.

Formalizing its organizational split along pro/amateur lines, AMA has named Bill Boyce Director of Professional Racing, and Jim Nidiffer as Acting Director of Amateur and Member Activities. (Whew!) Apparently, staffs will be split under the two directorships, and each separate "world" will get more detailed attention in Westerville.

For the first time this year AMA is trying an open pit policy at the July 24th Oly Superbowl of Motocross. Waist high partitions will separate the working pits, but this will give you an up-front view of the latest trick machinery and all of the superstars.

The Associated Blazers of California are getting a lot of well-deserved praise for their efforts in trail repair and cabin restoration at Monache and Bakeoven Meadows on the Kern Plateau – all as a club project under the Sequioa Nat'l. Forest's Volunteer Action Program. Bike groups, take note, and call the rangers at (209) 784-1500 if you'd like to lend a hand on a worthwhile project.

BLM has asked if there's any group or organization that would head up a cleanup campaign for Great Falls Basin, in the Argus Mtns., near Trona, California. Anybody willing to put in a one-day cleanup to help keep the area open and free of controls? Call them at (805) 861-4191 during working hours.

Last month there was a bit of a rider boycott brewing against Medford Speedway over track safety conditions and trophy payouts. A petition was circulated with quite a few well-known local signatures; all the racing Words, Bruce Smylie, Cecil Arispe, Brian Peterson, the Stover, Cook and Diltz families, plus about a dozen others. What now, folks? Any new news?

What happens when a bunch of roadracers get to brainstorm totally WFO on "how to revive road racing?" You get a "W/ERA Motorcycle Fair and Road Race National". The way Lance Weil, Bob Crossman and Jim Manning have got it set up, there's going to be enough events for a three-ring circus. And everything – program ad sales, swap meet tickets, display booth fees – gives a kick to the riders' purse. That stands at $3200, up front, before a single spectator walks in the gate. Not

At the Canadian Grand Prix

Everybody Played "Catch Wolsink"

...but nobody could.

Out of a field of top International riders, Gerrit Wolsink took the first moto with a 43 second lead, and finished the second moto 20 seconds in front, for the overall win and the points lead in the 500cc World Championship Series.

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The circus comes to Albuquerque
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ON THE COVER: Springer sprayin' and a portrait of Murderer's Row. Photos by Dan Mahony and Jim Gianatsis.

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VOICES OF THE WEST

Hello from the land of WFO

I feel that you are overlooking some fine talent down here in the Lone Star state. Ask Steve Wise or Kent Howerton about Danny Doss, Richard Reeves, Dicky Turnbo, Roger Brown, Louis Pressly and young Mel Newman. Compare California's write ups against Central's race results . . . Let's even things up.

I realize the AMA isn't as strong out in armadillo country as it is on the west coast, but motocross is as much a part of Texas as Willie Nelson and Lone Star longnecks.

MONTE NEWMAN
San Angelo, Texas

Sorry Monte, but what you see is what we get. If you're interested in covering some of that territory, let us know, we could use the help. . . Ed.

Mad about Bruce — or is it Bob?

After leading the 250cc class at the Baja 500 by 25 minutes, and being at approximately the same total elapsed time at the three-quarter mark as eventual overall winners Roeseler and Bakken, the team of Bruce Ogilvie and Bob Rutten did not even receive an acknowledgement of their existence in your race report of the 500. It is too bad the Harley-Davidson broke a front axle 100 miles from the finish – but after such an incredible ride, leading overall, and precipitating a heavy volume of perspiration from the members of Team Husky in anticipation of a possible defeat, surely your reporter could have seen fit to say *something* about Ogilvie's and Rutten's efforts?!

M. THUNDERPUSSY
Hemet, Calif.

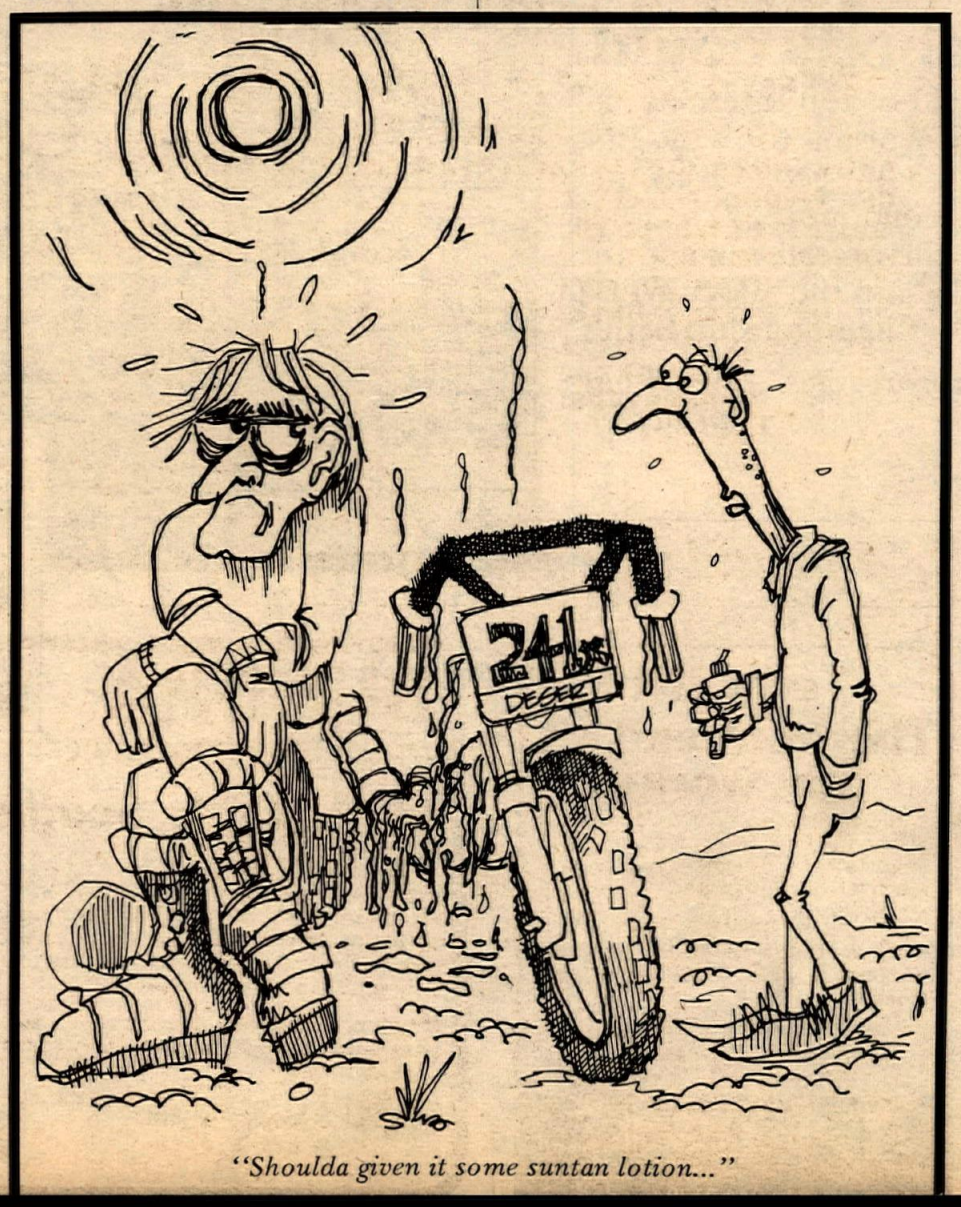
Small request

My two young sons are avid speedway fans but are particularly interested in Junior Speedway. Since our closest track is Irwindale and they do not have Junior Speedway events, I find myself hauling a car load of youngsters all the way down to Orange County Fairgrounds on Friday nights. Ventura is too far away.

I can't take these kids to the track every Friday night and unfortunately when I don't, they have no media to find the results of the Junior races. Since Cycle News does such an excellent job of reporting the weekly, national and local motorcycle racing events, I thought you might consider in the future devoting a little space to the Junior Speedway results.

DIANE BUTLER
Arcadia, Calif.

Hopefully, within the next two weeks, we will starting running race reports on Junior Speedway events, as well as results. Look for it in the "Speedway" section . . . Ed.



"Shoulda given it some suntan lotion..."

Mammoth moto madness

I would like to know if your writer was present at the Mammoth Mountain Motocross, and if so was he awake, asleep, in a stupor due to altitude, drunk, with a girl who was getting too much or not enough (recreation, I mean), all the above, or none of the above.

Since when does a race the caliber of Mammoth, which draws 500 sportsmen riders, and 300 Experts, plus many top name pros rate miniscule coverage, with broad generalities and no specifics. For instance, Mike Bell, did win the Open class; however, Pat Richter held a 32 second lead on Bell until his shocks faded, but still managed a third. In the second moto, Richter took first with a 40 second lead on Bell, who saw his second place fade to Marty Tripes. Bell, regained second when Tripes lost his shocks.

Very little was said about the track, the scenery, the town, or the people who staged the race. The track has to be the top track in California. It has every possible obstacle to test a rider's skill and endurance. The town opens its doors and hearts to the riders and spectators. When I came into town, riders were tuning their bikes in the streets, driveways, sidewalks, and service stations. The people donated their services and time to see that this race went off without a hitch.

I sincerely hope, that in the future when a race the caliber of Mammoth comes up, that you send someone who has motocross at heart, rather than someone who writes in the broad generalities of a fifth grader. This sport needs all the help it can get.

WILLIAM R. SCHMIDT
S.V.S. Promotions

If you believe that Jody Weisel doesn't have motocross at heart, you obviously don't know Jody. The Mammoth MX report was printed the day after it ran, two weeks earlier than the year before. Mammoth coverage had as much space as it's had in the past, but unfortunately had to share the paper with Baja, a Grand National Half-Mile, a 500 MX National, the Bad Rock Two-Day, the Yugoslavian GP, the Belgian Formula 750 round, Marty Smith's GP win in Denmark, the Belgian 125 MX GP and a Jimmy Weinert interview. It's hard to please everybody, but we try . . . Ed.

From Mammoth with love

The Mammoth Motorcycle Club would like to extend its gratitude to you and all of the companies who gave their support and helped to make the 9th Annual Mammoth Mountain Motocross the biggest and best ever.

If you pick up a copy of the June 29, 1976 issue of Cycle News West, you will see the advertisement we have placed for you, our benefactors. It is not very much in comparison to what most of you did for us, but we hope it will help. Looking forward to your continued support next year.

DAVID SMALL
Mammoth Motorcycle Club

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space

DATES & DATA

AMA Amateur Dirt Track Program

Tired of playing games with the Westerville computer? If so, then you'll be interested in this series of sub-regional events leading up to a National Final in Delta, Ohio, which will crown National Amateur Dirt Track Champions in six classes. Riders in each of the qualifiers – short tracks, TTs and a half mile – earn points: 20-16-13-11-10-9-8-7-6-5 for the top ten finishes in class. Top eight in each class from each sub-region will go to the two day National

The classes: Cl. 1 – 0-100cc; Cl. 2 – 101-125cc; Cl. 3 – 126-175cc; Cl. 4 – 176-200cc; Cl. 5 – 201-250cc except multi-cyl. two strokes; Cl. 6 – 201-250cc multi two stroke, 251-360cc all other engine types.

The dates:

South Central Region
August 8
TT Salinas Coyotes, P.O. Box 68, Marquette, KS 67464
August 14
ST Race Promotions, P.O. Box 38, Carrolton, TX 75006
Southwestern Region
July 10-11
TT & ST Valley MC, 100 Willow, Rocky Ford, CO 81068.
August 13
TT Manzanita Spwy., 3417 W. Broadway, Phoenix, AZ 85041
Northwestern Region
September 4
ST Mt. St. Helen MC, P.O. Box 51, Castle Rock, WA 98611
National Finals
September 25-26
TT & ST Glass City MC, 1390 Gage Rd., Toledo, OH 43612

Subregional entries will be limited to 48 riders per class (or 288 total entries); blanks are available from AMA in Westerville, organized districts or promoting clubs. Supplementary rules can be had from the AMA Amateur Dept., P.O. Box 141, Westerville, Ohio.

Mountain Roadracing Assoc.

The MRA has affiliated with W/ERA on a shared-membership basis. That means MRA cardholders may run any W/ERA race; W/ERA or any W/ERA-affiliated club member may race MRA. Class structure will follow the AMA Amateur model.

The schedule:

Aug. 14-15 Aspen
Sep. 11-12 4 Hour, Aspen
Oct. 17 Adams Cnty.
Nov. 7 Adams Cnty.

Info; MRA, P.O. Box 213, Wheat Ridge, CO 80033 (303) 233-8767

WMRRA '76 Schedule

Or at least what's left of it. Washington Motorcycle Road Race Association, running out of Seattle International Raceway (Kent), has a license-sharing agreement with AFM of California. Contrary to popular opinion, it doesn't rain all the time up there. Late summer months and early fall can actually be quite dry and pleasant (like, not too hot) Write WMRRA, 2210 S. 300th, Federal Way, WA 98002 or call (206) 839-2536 for a copy of their rules.

Remaining schedule dates at S.I.R. –

CHAMPION

THE CHAMPION SPARK PLUG MOTORCYCLE CLASSICS.
Laguna Seca Raceway, July 31st
Monterey, California. August 1st. 1976.

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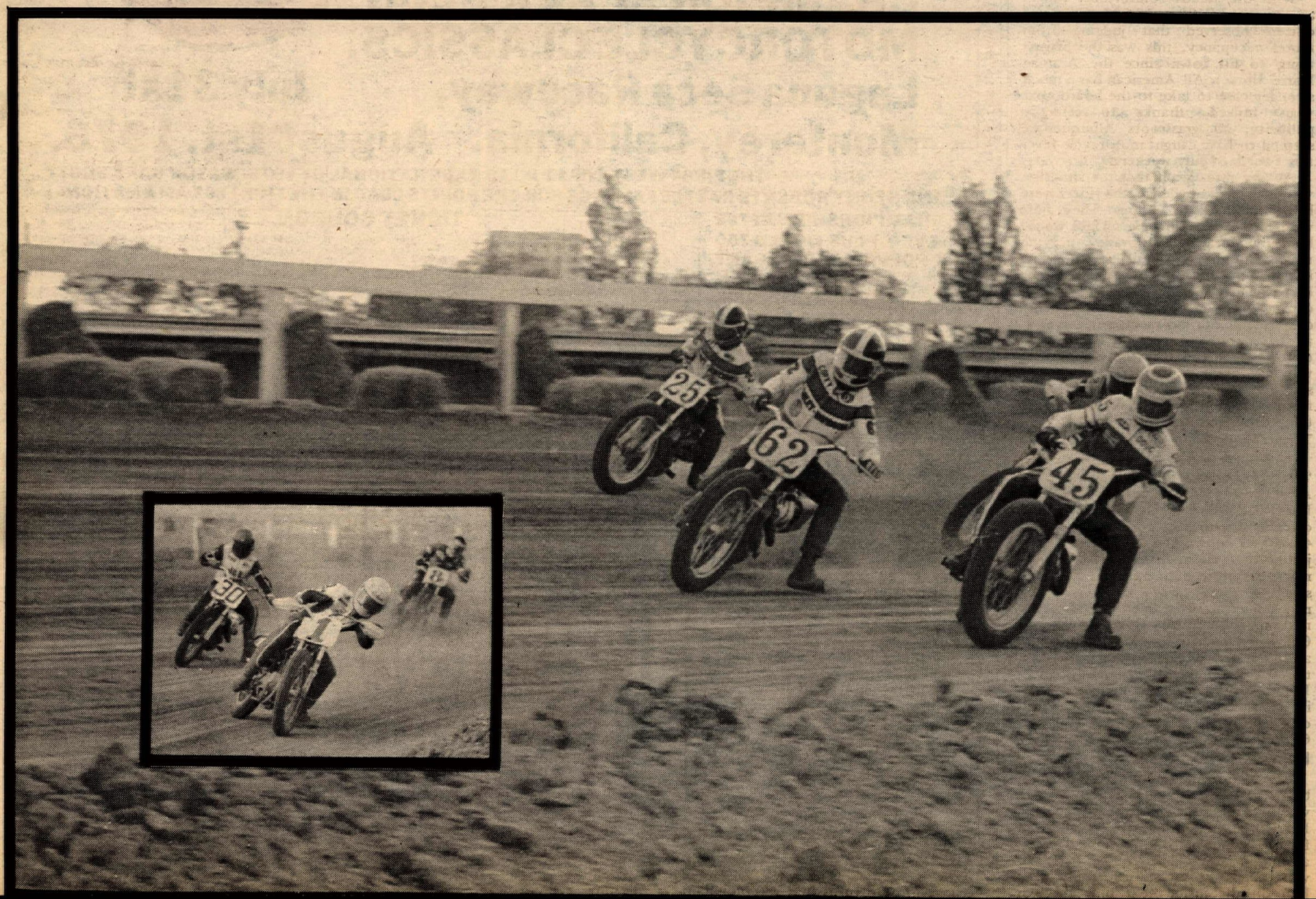
Springer rides the

(Above) Cork-launching ceremony . . . shampoo to follow. (Below) Opening lap of the National – Springer (25) already high and wide.
(Inset) Gary Scott breaking out of the mid-pack jam.



rails

By Lane Campbell

ALBUQUERQUE, N.M., JULY 4

High-lining inches from the wood post outer rail, with Corky Keener in his wake, Jay Springsteen vaulted into the Camel Pro points

lead, winning this truncated Grand National Mile, the first-ever motor race held on New Mexico State Farigrounds' 38-year-old horse track. Kenny Roberts had ridden pretty much his own race in third, while Gary Scott (who, it turned out, had the most to lose from a shortened race) had come back from a heat race crash, and charged off the third row, through dust and spray and traffic, to a rapidly-closing fourth.

Dust. As riders, many of them in a jocular, almost-party mood, got their first look at the sandy-surface horse track, Mert Lawwill was saying what all were thinking: "Afraid it's going to be too dusty. I don't think they can put enough water on it; it'll dry out during the course of an event." The key to track conditions were somewhat political, as the promoter, All American Sports, had barely wrangled the use of the facility from the horse-oriented fair board. And of course, the pivotal condition had been — no calcium in the soil.

With the stands comfortably full at an estimated 9500 — 10,000 (One local citizen observed that judging from motel occupancy, this was the biggest thing to hit town since the Arabian Horse Show.), All American has a much stronger case to take to the board next year. Indeed, thanks to effective publicity, all grassroots Albuquerque seemed to have caught motorcycle fever this Fourth of July weekend.

At any rate, given that the situation was common knowledge, the riders were little inclined to gripe. They just worried a lot, hoping the surface would hold (memories of Colorado), praying that it would stay a multi-line track. As it turned out, Harold Pulliam and a crew borrowed from a local road contractor, coming in cold like everybody else, dealt them a primo racing surface that, aside from the dust, held up well all day. The mandatory between-events watering made the program drag, but safety was uppermost in everybody's mind and the crowd, showing more tolerance than most, maintained.

Time Trials

Asked his secret, Gene Romero said "At other tracks they had slow clocks. At this track I had a fast motorcycle." His Evel Knievel Special Harley had just carried him to top qualifying spot at 43.29 seconds. The real secret was jetting for the mile-high altitude, with many tuners recommending about three sizes smaller spray bars (Mikunis, near-universal, it seemed) to cure the mid-range blubblers. Doug Sehl, Mike Collins (a favorite son of Albuquerque) and Corkey Keener, all on Harleys, timed in next. Jay "Underdog" Ridgeway slipped the Kennedy Triumph in at fifth, Springer was sixth at a cautious 44.15, Roberts was ninth, and Gary Scott 16th.

Heats

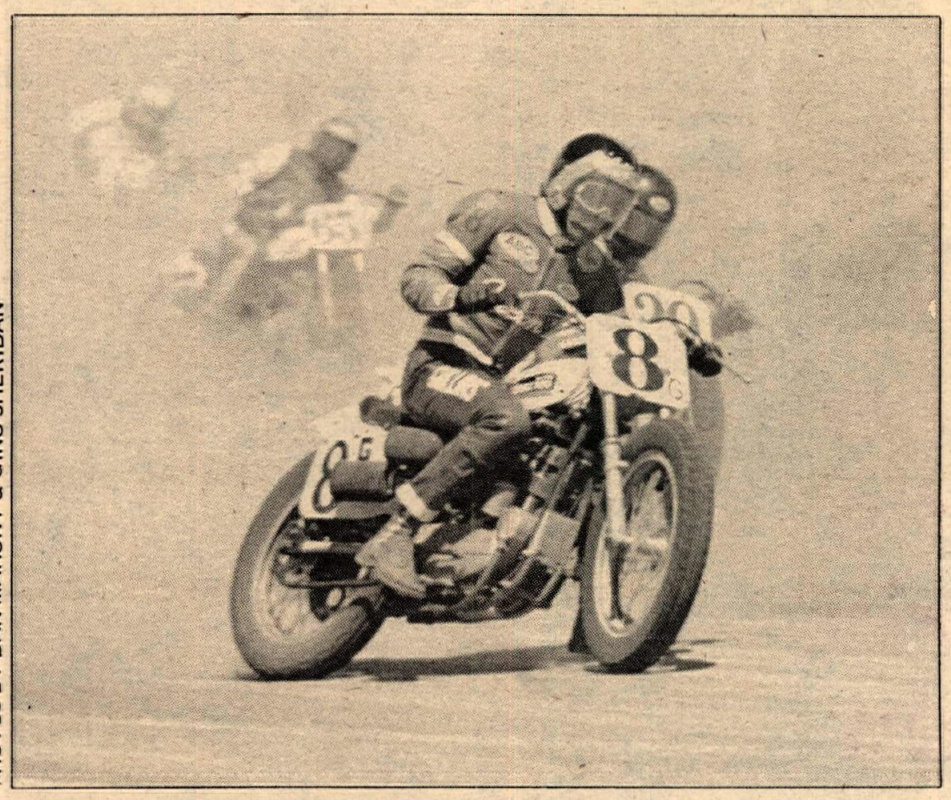
The significance of time trials would begin to wane as the hot wind did its work on the track, but in the first heat, Burritto started things off according to form by going from an outside pole around holeshot leader Mike Kidd to win the day's fastest heat. Kidd tried him on the inside next time through turns one/two, but Gene, staying high, wasn't having any. With these two nose-tail up the back chute, next came Roberts, Ridgeway, and Chuck Palmgren (Gurney H-D) who had ducked under Dan McWhorter (H-D) for fourth. Roberts highlined around Kidd going out of turn two as Palmgren zapped Ridgeway at the other end of the track. Then it was Kidd's turn as the dust began to rise. Chuck gobbled Roberts up the backstretch, as Kidd's bike went sour. Kenny wasn't about to let that stick, ducking under Chuck in turn one, and the race was really on, as Chuck horsepowered by again on the chute. Back came Kenny diving into turn three, driving hard and barely holding Palmgren off at the flag to settle second/third as Ridgeway picked up the bump spot and Romero had cruised in the lead, unmindful of all the flap behind him.

Second heat Paul Bostrom and Jay Springsteen gated together and stayed together, whipsawing the lead back and forth for two laps until Bostrom laid it down entering the first turn, his bike sliding out of Springer's spray to jam itself upside down in the outer rail. Paul slid between two posts several yards downrange, shaken but OK. Canadian Doug Sehl moved right up on Springer's tail as Jay rode the widest, hairiest possible outside line, full-on and clipping haybales all the way around both turns. They finished one-two ahead of Rookie of the East, Ted Boody. Mike Myers took the bump spot, as a big scrambling group that included Hank Scott, Steve Droste, Darryl Hurst and Terry Dorsch went to a Semi.

By now the track had a definite groove in both turns that was bluing up nicely, and two distinct lines low or high. The prolonged watering and wheelpacking was paying off in a durable, hole-free surface; but it made for an impatient third heat field. After being redflagged for "redlighting" once, they got off in a tight bunch with Randy Cleek/Greg Sassaman slipstreaming each other for the lead and local hero Mike Collins somehow inserting himself between them, beside them, around them during the first lap. Cleek led the first time out of turn four; next time it was Sassaman, Collins, Cleek, a gap, then Al Jorgensen (Ron Woods Norton) and Denver's Del Armour (H-D) body-blocking each other over the bump spot, trailed by Skip Aksland. Sassaman opened up and hid so bad he couldn't even see his competition, though he looked several times. Cleek was in the process of breaking a ring and wasting an engine, but he hung onto third as Armour worked clear of Jorgy for fourth.

The final heat was also over-eager. On both starts, the one that was red-flagged and the one that counted, it was Gary Scott/Corky Keener off together bumping and jostling for the point. Second time, Corky, riding high, held Gary off through turn four, but Scott powered by up the front straight and dove inside on turn one. But then Gary "sorta slipped off the groove" got into the loose, tricky groove-edge and endoed. The flag crew spent one full lap in indecision before calling the ambulance, so when the race was red-flagged for a single file restart, Gary (thankfully OK, though hurting) was officially one lap down for the single file restart. Yes, he made it, with Carl Patrick and a host of volunteers straightening his bike as best they could under eight minutes grace (and a bit extra, maybe). Referee Chubb Kellam told the Champion, "Don't bust your ass — you'll all make it into a Semi."

On the restart Keener proceeded to a comfortable win, while Californians Tom Berry and Steve Eklund argued second/third to Tom's eventual advantage (backstretch slingshot pass). Steve Morehead picked up fourth over Lawwill as Mert's engine seemed to go off-feed for a moment.



PHOTOS BY DAN MAHONY & GINO SHERIDAN

The crowd had their hometown hero, Mike Collins (8G) in the thick of a three-way heat race battle.

Semis

Steve Droste, Bubba Rush and Darryl Hurst all took off together, and Darryl just gobbled them both on the inside through turns one-two. It was to be a trophy dash for those last transfers, as the Semis had been cut to five laps. Rush and Droste were right into each other back and forth over that crucial second, tooth and claw, when to their surprise, on the white flag lap, out of nowhere comes Mike Kidd to slingshot them both on the back straight! Sneaky Texan.

Second (last-chance) Semi, Art Fredenburgh and Phil McDonald (back from his injuries at long last) gated together with Scott shadowing them. Gary blew by on the back stretch, McDonald tucked in behind him, and the two went nose-tail for the distance.

Trophy Race

It was a long time coming with the afternoon waning. Clouds were beginning to cut the heat, allowing the track crew to make some headway with the water. Vern Johnson/Bubba Rush gated low, Steve Droste/Skip Aksland went high, and the low-riders won the race out of turn two. Rush put away Johnson (whose bike gave out); Aksland put away Droste (who hung onto third) and these two cleared away from the field. Rush stayed in the groove religiously. Aksland was making unbelievable moves out in the cushion, but was still second.

25 -oops- 16 lap National

A fierce gusty wind blew up just as the riders began taking their exploratory laps around the freshly watered and packed circuit. With clouds of dust and loose papers flying everywhere, a worried rider/ref conference decided to cut it to 16 laps.

Romero chose an outside pole again, and nearly the entire front row — Burritto, Springer, Sassaman, Keener, Roberts (well inside and about fourth), Collins, Tom Berry and Doug Sehl — hit the first turn together. Gary Scott was coming off the third row, somewhere in the traffic and spray. Coming around again, Springsteen began to clear away, followed by Keener, Roberts, Romero, Sehl, Berry, Collins,a nd already Gary Scott a nose ahead of Rookie of the West Steve Eklund. Sassaman and Palmgren were bottled up.

The worrisome dust didn't get as bad as expected, except in turn one, which was half-blind, at times. Burritto briefly saw daylight ahead of Roberts on about the third lap, but Kenny rode around him driving out of turn two. Fifth lap (or thereabouts) it was Springsteen/Keener, together in the outside cushion, then Roberts more into the groove, Romero with a tire beginning to wear away, Sehl, then a gap and a bunched midpack led by Scott, Berry, Collins and Eklund.

Keener stayed in striking distance but rode formation; Sehl passed Romero, and by about lap eight, Scott had obliterated the gap, clearing away from the now single-file mid-pack.

By lap 10, Gary had caught and passed Burritto, who stepped out of the groove a lap later, got all out of shape and faded back into the mid-pack mob, as Berry/Palmgren slipped under him together. (Berry would eventually fade to tenth.) By lap 14, the big Number One had caught Sehl and was closing on Roberts who was unaware of the danger, being fully occupied with deliberately going wide in the loose stuff to keep his tired, overheating Yamaha from bogging in the turns.

All too soon for Gary (but soon enough for everyone else) the checker waved for the Jay and Corky Show (and what a show it had been, as the two hosed the haybales good and proper).

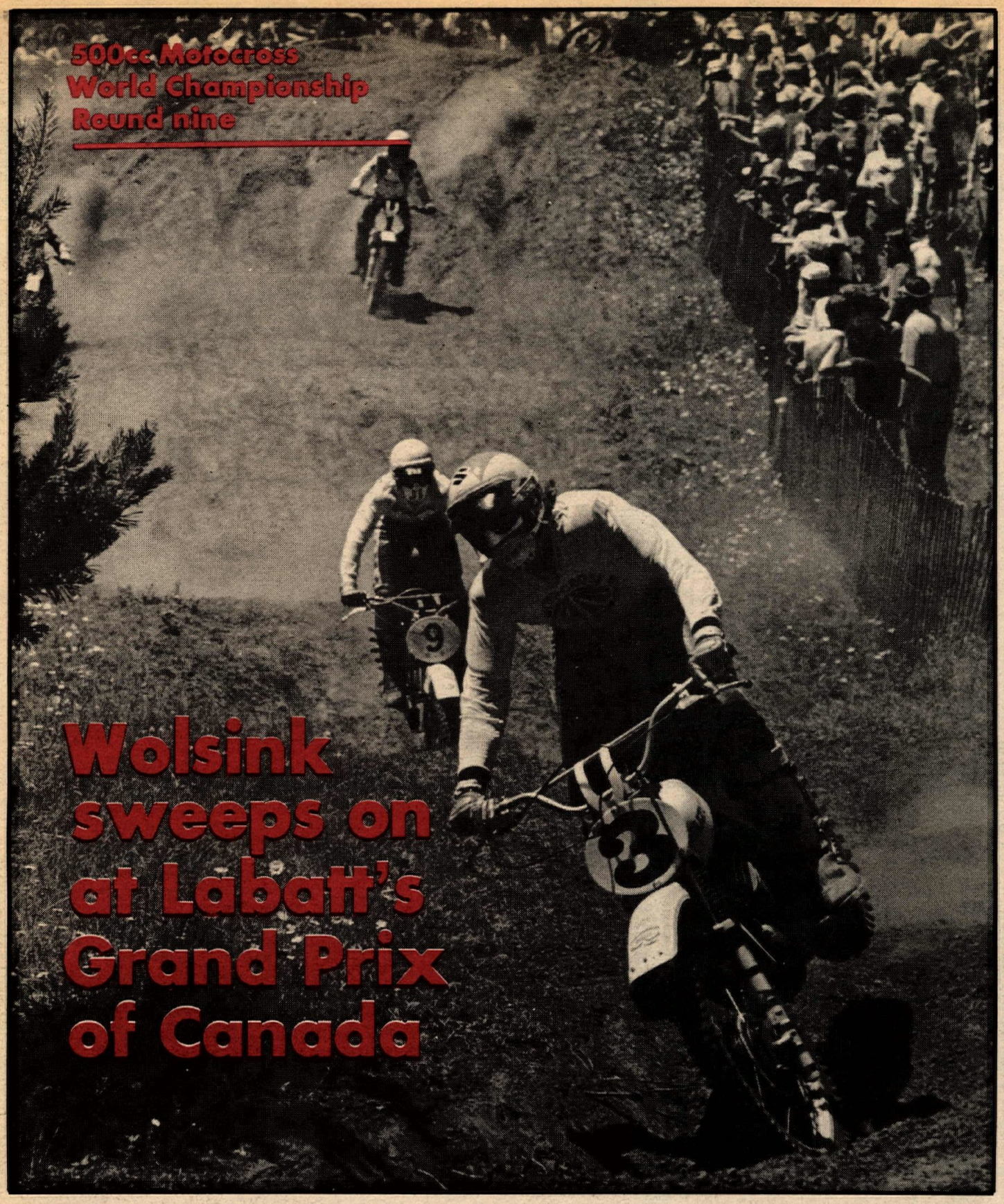
In the winner's circle, Jay screamed "Two in a row — National points leader" and lapsed into happy incoherency, trading champagne shampoos with Corky Keener and Lynn Griffiss (Ms. Camel). Seems the boys owed her a bath after Columbus, or somethin' like that. Party time! ●

Results

NATIONAL CHAMPIONSHIP MILE: 1. Jay Springsteen (H-D). 2. Corky Keener (H-D). 3. Kenny Roberts (Yam). 4. Gary Scott (H-D). 5. Doug Sehl (H-D). 6. Chuck Palmgren (H-D). 7. Gene Romero (H-D). 8. Mike Collins (H-D). 9. Mike Kidd (H-D). 10. Tom Berry (H-D). 11. Ted Boody (H-D). 12. Steve Eklund (H-D). 13. Del Armour (H-D). 14. Phil McDonald (H-D). 15. Jay Ridgeway (Tri). 16. Mike Myers (H-D). 17. Darryl Hurst (H-D). 18. Greg Sassaman (H-D). 19. Steve Morehead (H-D). 20. Randy Cleek (H-D).
Time: 11:42.05.
*Shortened to 16 laps due to track conditioning problems.

12-LAP EXPERT TROPHY FINAL: 1. Bubba Rush (H-D). 2. Skip Aksland (Yam). 3. Steve Droste (H-D). 4. Dan McWhorter (H-D). 5. Randy Carthel (H-D). 6. Alex Jorgensen (Nor). 7. Paul Bostrom (H-D). 8. Bob Sanders (Yam). 9. John Allison (Yam). 10. Vern Johnson (Yam).
Time: 8:57.44.

UNOFFICIAL CAMEL PRO SERIES STANDINGS: 1. Jay Springsteen 115. 2. Gary Scott 106. 3. Kenny Roberts 96. 4. Randy Cleek 75. 5. Ted Boody 66. 6. Corky Keener 64. 7. Hank Scott 63. 8. Rick Hocking 56. 9. Steve Eklund 50. 10. Gene Romero 42.



Team Suzuki's Gerrit Wolsink (3) bounces through the tortuous Mospark Park bumps as Husky's Bad Brad Lackey follows in hot pursuit. Gerrit took the 1-1 overall win over Lackey's 3-2 second place.

By Charles Morey
Photos by Ray Ninness and Morey

CLARK, ONT., CANADA, JUNE 27

Team Suzuki's dynamic Dutchman Gerrit Wolsink continued his North American winning spree at Mosport Park in

the Labatt's Grand Prix of Canada. Wolsink added two more moto victories to the pair he'd garnered at the USGP on the previous weekend, and in doing so, caught and passed team mate Roger DeCoster in the 500cc World Championship points race.

Wolsink's reaction?

"I don't care," said Gerrit with an indifferent shrug, "Roger still has eight wins; I have six." The fact that Wolsink's point earnings for a collection of second and third placings totals up to a greater number than DeCoster's points for eight wins doesn't really matter in the GP scoring system. In order for Gerrit to catch Roger in the series and take the 1976 title, he must have a greater number of first placings.

"I have a lot of second places," he added with a grin.

Backing the Dutch dentist's effort is Suzuki mechanic "Captain Boche" Hasegawa who tuned the fast and reliable big bore GP machine.

"Good mechanic!" Wolsink stated emphatically, "The bike nearly never breaks; always runs good."

Just as Wolsink repeated his previous week's overall performance, so did Husqvarna's Brad Lackey. Bad Brad put together a 3-2 afternoon that easily bettered KTM teamster Jaak Van Velthoven's 5-4 third place total.

Round one

Maico's ageless ace Adolf Weil pulled his first of two holeshots for the afternoon as the gate dropped for the opening moto, but some hurried shuffling in the first few laps soon changed the order.

Weil showed Brad Lackey, Gerrit Wolsink, Roger DeCoster, Ake Jonsson, Graham Noyce and Vic Allen through a quarter lap, but before they'd completed the first trip around the difficult Mosport circuit, Wolsink had gained the lead with Lackey chasing. Weil still held off DeCoster, Jonsson, Noyce, Puch's Herbert Schmitz and Honda's Pierre Karsmakers.

On the second lap, DeCoster got around Weil into third, Noyce overtook Jonsson and the pair started a tight duel that took them up to Weil. Noyce passed Adolf on lap two; Jonsson slipped past on the next time around. Karsmakers had closed on Schmitz and was looking for a chance to squeeze by.

Still less than five minutes into the race, only the third lap, DeCoster moved into second, left Lackey behind and aimed for Wolsink. The anticipated race for the all important World Championship points was on with the two series leaders out in front.

Somehow, on lap four as the top five spots remained the same, Schmitz and Karsmakers came together; the story varied depending who told it. According to Schmitz' interpreter, Alois Michitsch of the Puch of America Corporation, Schmitz said that Pierre had run into him, the impact breaking the Puch's frame and knocking the seat loose.

"He fell in front of me. I couldn't avoid him," was Pierre's description of the incident. Schmitz retired to have the frame welded and the seat rigged together for the next moto as Pierre continued on.

Surprisingly to the anxious onlookers, DeCoster didn't appear to be making up any time on Wolsink. On the fifth lap, he was five seconds back; two laps later he was down six. Wolsink was setting a torrid pace, drawing gasps from the appreciative audience as he slammed the works Suzuki into the sandy berms. The top three places remained unchanged while a series of tight confrontations took place behind.

Ake Jonsson, from the third lap, had been hounding his nineteen year-old British Maico team mate Graham Noyce in an all-out attempt to break Noyce's concentration. Always in another line and always at Graham's rear axle, he continued to push for nearly twenty-five minutes before he finally got by. Then, on the very next lap, Noyce crashed and dropped out.

"The rubber between the carburetor and the cylinder split -- it was that way right from the start," Noyce explained later, "I couldn't slow down for the bends!"

Once past Noyce, Jonsson closed quickly on Brad Lackey and began to haunt him as he'd done Noyce. Never following the same line, and always in the corner of Lackey's vision, Ake had his Maico using the entire track but Brad held firm.

DeCoster had dropped well away from Wolsink by this time. His rear suspension didn't seem to be working as well as the other Suzukis'. As they completed the nineteen lap, 46 minute and 28 second moto, Dr. Gerrit held a commanding 43 second lead on The Man. Lackey finished twenty seconds behind DeCoster with Jonsson still on his tail, only two seconds back. Twelve seconds later, Jaak Van Velthoven's KTM crossed the line. Karsmakers trailed in early a minute back followed by Tony DiStefano and Adolf Weil.

Round two

Adolf Weil's initial lead was short-lived at the start of round two as it had been in the first moto. Wolsink wasted no time at all in getting past and into the lead before even a half lap had been covered. As the pack came around for lap one, Wolsink was again out in front and apparently untouchable. Graham Noyce had charged into second, and he was followed by a tightly woven quartet of DiStefano, Weil, Lackey and Karsmakers. Roger D was back in eleventh.

At the beginning of lap two, Lackey overtook Weil for third and started narrowing the gap on Noyce.

"The first heat was like follow-the-leader," DiStefano said, "and I decided that in the second moto I was gonna go for it." But The D's ambitious plan fell apart on the second lap when he stuffed the RN370 into a snow fence.

"I just ran right into it!" Tony shook his head but grinned about it later in the day.

In the meanwhile, Pierre Karsmakers moved into fourth, and at the end of the second lap the order was Wolsink, Noyce, Lackey, Karsmakers, Weil, Schmitz and Steve Stackable. DeCoster was next, followed by Tony D.

As Lackey pressured Noyce, Wolsink brought the crowd to attention as he suddenly spun out on one of the off camber uphill turns. Noyce and Lackey picked up ground to the point where they could actually chase Wolsink again before Gerrit got going.

DeCoster continued at a steady pace, picking off Stackable, Schmitz and Weil to take possession of fifth place before the end of lap four. Then, only two laps later, he dropped out.

"The bike loaded up at the start -- I wasn't running very good -- I made a couple mistakes," DeCoster said after the race. Was the suspension OK?

"It was not perfect," replied The M

with a small smile, "but it was better than I was." At this point in the series, only wins are useful to DeCoster. Placing in the top five just isn't good enough.

A lap after DeCoster pulled off, Lackey overtook Noyce. Graham held on close behind, ready to return the favor at a moment's notice. A few laps later, his opportunity came, and once again the Maico rider held down second behind a long-gone Gerrit Wolsink. It was Brad's turn again to play the pressure-and-wait game.

Pierre Karsmakers was next to drop out of the race when he got sideways on a fourth gear straightaway and planted the RC400 firmly into the fence.

"I almost hit one of those steel poles!" he described it later. "I went over the bars and it just missed my neck." Then he added philosophically, "It's all part of the game."

Near the thirty-five minute point, Brad Lackey found another way to get in front of Graham Noyce where he'd stay for the remainder of the moto.

Wolsink wrapped up his second 1-1 overall victory in two weeks finishing twenty seconds ahead of second placer Bad Brad. Noyce took third thirteen seconds back under heavy pressure from KTM's Jaak Van Velthoven. Jaak had started back near thirteenth place and, riding a strong steady race, picked his way up to almost take third from Noyce on the final lap. The fourth, however, was good enough for a third overall for the day.

Jaak's team mate Willi Bauer had a rough day, quitting the final moto when his seat cover came loose. The problem was apparently more mental than mechanical.

Herbert Schmitz also dropped out of the second round after hitting the fence twice and falling far behind in the standings. In FIM Grand Prix events, no points are awarded for placings lower than tenth, so such DNFs are commonplace.

Overall scoring seemed unfair to several American riders who, accustomed to our Olympic scoring system, found the FIM points system giving top five placings to riders who didn't finish both motos. The system awards points as follows: 1st - 15, 2nd - 12, 3rd - 10, 4th - 8, 5th - 6, 6th - 5, 7th - 4, 8th - 3, 9th - 2, 10th - 1. Adding the total points for both motos gives a final score which puts the emphasis on top performances in individual motos rather than a steady pace for both. For example, a 2-DNF score (12 points) is better than a 5-6 total (11 points). In Europe, it's definitely a different game.

250cc Support

Kawasaki rider Bob Levy staged a come-from-behind Support class win that had spectators shaking their heads in wonder. Levy's first trick came when he got caught in first turn traffic in the opening moto and had to come up from the back of the pack. Masaru Ikeda on a Suzuki and Frank Stacy on a Penton had been leading the way, but Levy was able to catch Stacy and score a second placing.

Frank grabbed the lead at the beginning of round two, but Ikeda and Levy were hot on his tail and both were able to get past. Levy managed to keep Ikeda at bay for the remainder of the race to take the win by the closest of margins. •

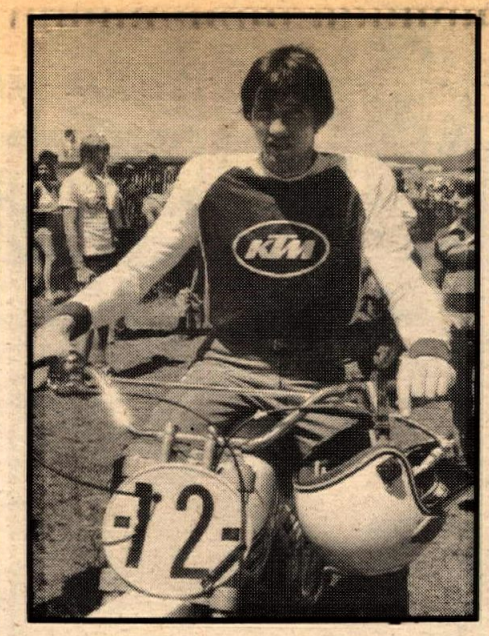
Results

500cc GP

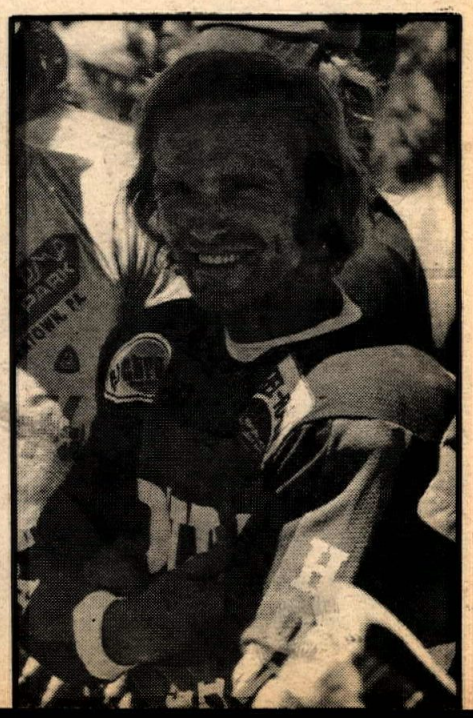
1.	Gerrit Wolsink	1-1	Suz
2.	Brad Lackey	3-2	Hus
3.	Jaak Van Velthoven	5-4	KTM
4.	Ake Jonsson	4-6	Mai
5.	Roger DeCoster	2-DNF	Suz
6.	Graham Noyce	DNF-3	Mai
7.	Tony DiStefano	6-5	Suz
8.	Steve Stackable	8-7	Suz
9.	Pierre Karsmakers	5-DNF	Hon
10.	Nicky Kinoshita	10-8	Yam
11.	Jim Turner	9-9	Suz
12.	Adolf Weil	7-DNF	Mai
13.	Bob Harris	11-10	CZ

250cc Support

1.	Bob Levy	Kaw
2.	Masaru Ikeda	Suz
3.	Frank Stacy	Pen
4.	Marvin Wilson	C-A
5.	Ted Foltz	Mon
6.	Jorma Rautiainen	
7.	Bob Thompson	Hus
8.	Leo Wilson	Suz
9.	Dennis Edmiston	Hus



(Above) KTM ace Jaak Van Velthoven scored third overall with a 5-4. (Right) Even R.D. has a rough day sometimes. (He didn't fall.) (Middle) Maico men Graham Noyce (5) and Ake Jonsson (4) had a close thing going. (Bottom left) Bob Levy took the 250cc Support win. (Bottom right) Pierre Karsmakers started out happy, then stuffed a snow fence. "It's all part of the game," he said.



125 National

Wise W

By Jim Gianatsis

KEYSERS RIDGE, MD., JULY 4

The Bicentennial AMA 125cc National Championship Motocross at Appalachian Highlands Park saw Texan Steve Wise hold off

Honda teammate Marty Smith on the last lap of the final moto to snare the overall win with his Jimmy Strait tuned and Flying Machine Factory modified Elsinore. Team Suzuki's Billy "Sugar Bear" Grossi latched onto third for the day amid some heavy racing that saw Series favorite Bob "Hurricane" Hannah DNF his first race of the season on his factory Yamaha, but still maintain his Series points lead.

In the 250cc Support class, John Bunting from Dunbar, Pa., took his Maico to victory with a 2-1 moto placing that edged out Penton's Frank Stacy's 1-2 moto finishes for the day.

It was the 125cc National class that provided the exciting racing action. But perhaps half of the some 3,000 fans who did turn out for the race, mistakenly scheduled for the Fourth of July holiday weekend and not too well publicized, got to see all the racing action. After a well run 250cc National back in May, extreme dust and dangerous conditions at Appalachian Highlands Park this time prevented the first moto of the 125cc National class from getting off the line until 4:30 in the afternoon.

Around the pits, there was once again speculation by the various factory teams that privateer Mickey Boone was out to claim one of their bikes. He never did, but the obvious scare tactic saw most of the factory riders riding modified production bikes or using older works engines or production engines in works bike frames. Only Honda's Marty Smith and Kawasaki's Mickey Kessler were using prototype equipment of the latest design. The result was that many of the other factory riders complained of being down on power to the highly modified production bikes entered by riders from companies like T&M, D&G, and FMF. Mickey Boone may never claim a factory bike, but he will have proven some kind of point. Steve Wise took the overall win with his FMF modified Elsinore, Ron Turner set fastest lap time during practice with his Rocky Williams tuned T&M Elsinore, and Broc Glover was the highest placing non-factory supported rider with his D&G Honda prepared by his father. Rumor has it that at the next 125cc National the factories just might have to claim a few modified production bikes to stay

Moto one: Wise sets the precedent

It was late afternoon when the first National moto knocked down the starting gate, and Steve Wise pulled out his first of two holeshots as Broc Glover, Don "Killer" Kudalski, Bob Hannah, Ron Turner, Warren Reid, Marty Smith and Billy Grossi gave chase. Bad luck in the form of a rock struck Suzuki's Jeff Jennings, forcing him to pull off the track for a number of laps and drop way down in the standings, after Jeff had easily run off and won his qualifying moto earlier.

Kudalski said, "I didn't feel confident on the track's hard rocky surface," and he began to slack off his pace after the first few opening laps to let Hannah by into third place. A few laps later Bob was trying to get a line around Steve

PHOTOS BY JIM GIANATSIS

hips'em

Wise for the lead after passing Glover for second, only to have the front wheel of his Yamaha wash out in an off camber downhill turn.

"I wasn't too worried when I fell," Bob said afterwards, "because I knew I could still work back up to Wise before the moto ended. Then on the next lap in almost the same spot I threw my chain. Got that back on, and a few laps later my crankshaft went out. That bothered me the most because not being able to finish cost me 25 points towards the Championship."

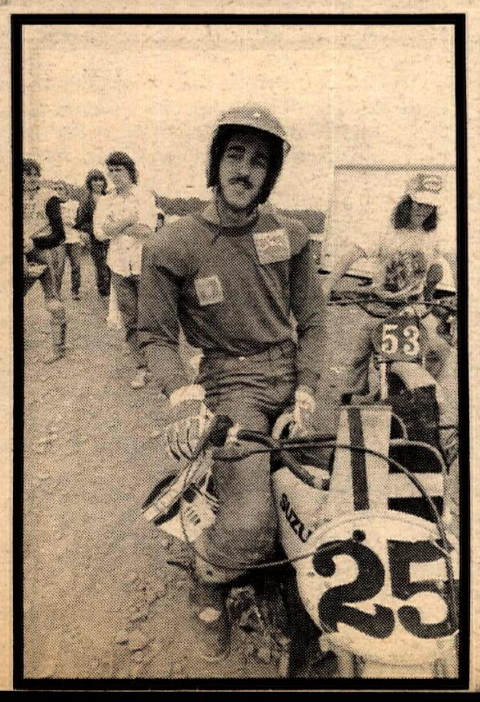
With Hannah out of the way, Smith closed in on Wise to pass the Team Honda supported rider just two laps before the finish. Grossi also got around a hard riding Broc Glover near the end of the race for third, with Broc being followed by Kudalski, Reid, Ron Turner, LaPorte, Savitsky, and Mark Tyer.

"The way my luck's been going," claimed Marty, "I expected my engine to blow up on the last lap!" His Dave Arnold prepared RC Honda stayed strong, though, causing Wise to remark, "I wanted to win that moto, but Marty's just too hard to beat."

Moto two: Tied on points

Obviously Steve didn't take his own words too seriously as he again took the second holeshot and began immediately to pull out a sizable lead on Ron Turner, Kudalski, Glover, Hannah, Grossi, Jennings, Smith, LaPorte, Kessler and Dan Turner. The battles for second place on down became almost unbelievable as everyone began trading paint with everyone else to give their factory bikes that "well used" look. Kudalski tried to out-gas Turner on the bumpy front straightaway, but only succeeded in putting himself into a high flying end swapper that stuffed him into the ground and may have fractured his foot.

Marty moved up to tangle cables with Hannah for four laps. Mechanic Bill Buchka had put a new engine in Bob's Yamaha between motos, but it was last year's non-waterpumper version and down on "steam" to what Bob had been using earlier in the series. Bob valiantly fought off Marty by holding the Yamaha open longer in the rough sections and on the downhills, but finally had to back off just short of killing himself as Marty used his Honda's power advantage to pull away from Bob on the uphills. Their battle had carried them past Glover and up into second and third places.



(Upper left) Wise grabs a quick lead off the gate. (Center) Texan Steve Wise breaks the Smith-Hannah victory circle. (Far left) The most feared man in motocross, Mikey Boone. (Second from left) Hannah at frightening closeness. (Left) John Savitski got sixth overall on a stock RM. (Right) Marty moves up to third in the standings, while (upper right) Billy Grossi holds down fourth.

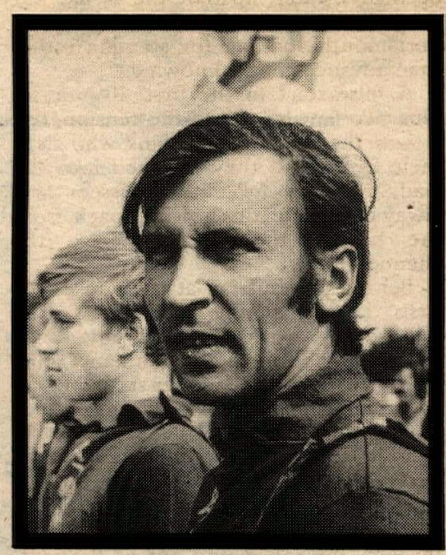
As the moto neared its end, Wise got the signal from mechanic Jim Strait that Marty was closing on him, but this time Steve found he had the strength left to keep his lead at about 50 yards. Billy Grossi, after a number of laps of racing with a determined Broc Glover, finally got his Brian Lunnis tuned Suzuki around Broc on the last lap. Teammate Danny LaPorte was right behind and might have gotten Broc as well if there had been another lap to go. Both riders were using RA Suzuki works bikes with production RM 125cc engines, and said they had to work their tails off to reel in on Broc's D&G machine.

Steve Wise's second moto win tied him on points with Honda teammate Marty Smith, but gave Wise the overall win and made a lot of folks happy. Honda finally picked up a 125cc National. ●

Results

125cc NATIONAL: 1. Steve Wise 2-1 (Hon). 2. Marty Smith 1-2 (Hon). 3. Billy Grossi 3-4 (Suz). 4. Broc Glover 4-6 (Hon). 5. Danny LaPorte 8-5 (Suz). 6. John Savitski 9-11 (Suz). 7. Warren Reid 6-15 (Hon). 8. Jimmy Martin 12-10 (Yam). 9. Mike Kessler 15-8 (Kaw). 10. Mark Tyer 10-16 (Yam). 11. Glen Johnson (13-14). 12. Don Kudalski 5-19 (Hon). 13. Charles Tott 23-21 (Hon). 14. Jack Keese (19-17). 15. Eugene Christopher 20-18 (Yam). 16. Davy Glenn 16-22 (Hon). 17. Dan Turner 30-9 (Yam). 18. Ron Turner 7-32 (Hon). 19. Gene McCay 22-20 (Yam). 20. Bob Hannah 40-3 (Yam).

250cc SUPPORT: 1. John Bunting 2-1 (Mai). 2. Frank Stacy 1-2 (Pen). 3. John Bomberger 3-3 (Mai). 4. Denny Swartz 4-6 (Suz). 5. Curtis Hammons 7-4 (Hus). 6. Gerard Sanders 9-9 (Suz). 7. Dennis Edmiston 12-7 (Hus). 8. Michael Twiford 10-10 (Mon). 9. Ross Williams 15-8 (Bul). 10. Dennis Cheran 14-13 (Hus).



Former World Champ Gunnadey Moisseev doubled the GBGP.

British 250 GP

Moisseev makes move on Heikki Mikkola

By Chris Carter

NEWBURY, BERKS., ENGLAND, JUNE 20

Russian ace Gunnadey Moisseev on the factory KTM notched up two impressive wins at the 250cc British Moto Cross to narrow the gap between himself and present championship leader Heikki Mikkola to just one win, six victories to five!

Mikkola had a terrible day, retiring in both races after falls and front brake problems, and the only man who looked capable of inflicting a defeat on the flying Russian was American Jim Pomeroy.

Big Jim was battling with Moisseev in the first leg, when he crashed heavily trying to take the lead. He remounted and finally finished fifth, but a shoulder injury put him out of the second leg after just a lap.

Harry Everts, the Belgian who had been struggling to find form in the early rounds of this year's championship clicked into top gear, and followed Moisseev, at a respectable distance, home in both legs.

The 12,000 British fans who lined the tight and twisty circuit had plenty to cheer about in the first race, with 19 year old Neil Hudson grabbing third place.

But Neil will not claim any championship points for his efforts though. He had ridden in 125cc GP already this year, so all he went home with was the cash!

Saturday's free practice session was run in a steady rain, but the long weeks of a rare British summer drough had kept the ground rock hard, and with Sunday morning turning fine and warm, the circuit rapidly dried out, after the early morning timed practice.

The Russian Vladimir Kavinov was quickest, with two English youngsters Rob Hooper and Neil Hudson also quick. But its the racing that scores points.

Pomeroy was a lucky man in that he had the chance to view the track earlier in the week, and he's "tuned" his Bultaco for better acceleration and low

been in Britain most of the week, but they had been training down at Portsmouth looking for stamina rather than advance course knowledge!

A false start to the first 40 minutes plus two laps leg raised the tension, but it was the ice cool Russians who kept their heads and they stormed into the lead. Kavinov fell, but Moisseev was laways ahead of the howling pack from the fall of the metal gate to the chequered flag.

Behind the Russian at the end of the first lap was the Czech Anatoly Baborovsky, with Jim Pomeroy third, Harry Everts fourth, Frenchman Daniel Pean fifth and Rob Hooper sixth.

But disaster quickly put Hooper out. Moving into fifth place starting the second lap he discovered that his back brake had broken up when he came to slow down for the tight right hander at the end of that straight. He went through the ropes, and out of the race.

Pomeroy moved into second place that same lap, and he was content to follow the Russian for a while, but on the tenth lap the American ace tried once to go ahead, saw the gap was closed, and eased back.

But a few hundred yards later he tried again at a high speed jump. The front wheel came down first though, and the bike cartwheeled on to the prostrate body. He leapt to his feet and started to straighten things out, but it was obvious the crash had shaken him.

That left Moisseev an easy win, with Everts not so far behind in second place, and the young Hudson, eighth on the first lap, now up into third place.

Pomeroy might have taken fourth place, after Baborvsky had fallen for the third time, but Jim, too, took another fall, at the same place as his earlier mishap and he couldn't catch the Czech again.

Geoff Mayes, another talented young Briton was lying seventh until one third distance when ignition failure put him out.

Mikkola hadn't last long in this one. A slow start and a couple of mediocre laps heralded his departure. But surely he would do better in the next leg?

Sadly he didn't. From the start he was with the leading group but he and Hudson tangled, putting them both the rear of the pack. The Finn looked as though he might show just what he could do as he passed six guys in one lap as he fought to make up for that mistake, but another tumble persuaded him to call it a day.

Hudson kept going, but the sparkle was out of his riding after a few laps, and he could only manage to pull through to 14th place despite the urging on of the spectators.

Moisseev meantime was notching up another 15 points for his world championship bid, with Everts again a very good second, this time right from the off.

Again Rob Hooper found it wasn't his day. Sixth on the third lap he took a gentle fall, only to be trapped under the bike. Before the marshalls could help him to his feet the entire field had ridden past him.

With him out the four cornered dice turned into a three way scrap for third, fourth and fifth places, between Kavinov, Baborovsky and Joel Robert, with Andre Malherbe coming through later in the race to join them.

Baborovky's last lap effort almost caught Kavinov napping on the line, but he hung on to keep third place.

From the championship point of view it was a day Mikkola will want to forget, and Moisseev might remember with pleasure if he should finally lift the crown. ●

Results

FIRST LEG: 1. G. Moisseev (KTM) 47m 57.2s. 2. H. Everts (Puc). 3. N. Hudson (Mai). 4. A. Baborovksy (CZ). 5. J. Pomeroy (Bul). 6. A. Ouchinnikov (KTM). 7. D. Pean (Mai). 8. R. Dieffenbach (Mai). 9. J. Robert (Puc). 10. A. Malherbe (KTM). 11. J. Falta (CZ).

SECOND LEG: 1. Moisseev (KTM) 48m 12s. 2. H. Everts (Puc). 3. V. Kavinov (KTM). 4. A. Baborovsky (CZ). 5. J. Robert (Puc). 6. A. Malherbe (KTM). 7. R. Boven (Mon). 8. T. Hansen (Kaw). 9. R. Dieffenbach (Mai). 10. A. Roberton (Mon)

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Jeff Foland lit the fuse to his KTM rocket and blasted off the Carlsbad berms for a whang-bang Bicentennial Fourth of July win with AMC.

Foland's AMC fireworks

By Mike Yada

CARLSBAD, CAL., JULY 4

It's a lucky thing that Thomas Jefferson decided not to hang around for America's Bicentennial celebrations (along with all the unorthodox foo-foo and overall ga-ga atmosphere), because he probably would've been stricken with grief trying to figure out all the flying machines zipping through the air on the Fourth of July at AMC Carlsbad. On the other hand, Tommy might've been tickled with delight and amazement, jumping up and down like a five year old kid watching Bozo on the boob tube, completely overwhelmed by the fascination of all the neato bikes and Jeff Foland's domination of the combined Pro class aboard his potent K.T.M. flash.

The best possible conditions introduced the riders to the AMC happenings on the Carlsbad GP course, with David Gerig (Suz) taking full advantage of the new gate in setting up the opening lap pace for the 500/250 and 125 Pro skirmish. Gerig failed to complete the first tour, as he got off allowing the factory K.T.M. rider Jeff Foland to skip on by. Foland steadily built up a monsterous lead, as he blazed across the tops of the lap charts in pursuit of the moto win. Meanwhile, Mike Stearns had been picking up from his seventh place start, getting by both Chuck Pettigren (Mai) and Peter Maly (CZ). Randy Burns (Yam) held Stearns from taking over second spot for a short while, but soon settled into third behind the Husky vet, formerly on a Suzuki.

Joe Santich (Hon) was able to get first moto 125 win, as Marty Miller (Hon) dropped off the second place running on the fifth tour.

Motocross Action's famed test rider Peter Maly presented his fans with a picture perfect holeshot in the final moto, but Foland's powerful charge soon simmered the MXA rider's blitz to no more than two laps. Foland kept up the fireworks and blasted a final good-bye to the pack. Mike Stearns kept a consistent pace which directed him past Maly and into second spot for the day, netting the 250 Pro winnings.

On the other end of the track, Englishman Andy Baines had to tangle with the ever familiar Miller Mano riders, Mike Raines (Suz) and Marty Miller (Suz). After the trio's see-saw action subsided, it was Marty Miller out in front, with both Baines and Raines (does that rhyme?!) trailing Santich, who had slipped on by to haul in second – enought to land him the 125 Pro overall.

Too bad Thomas wasn't around today. At least he could've learned what "Gas It!" meant. ●

Results in Results Section.

Change of scene at Ascot MX

By Mike Klinger

GARDENA, CAL., JUNE 1

Every Thursday night Ascot Park revises its motocross track to keep the regular "shoes" from winning week after week. This past week's action had the starting gate moved to the straightaway, in front of the grandstands. The biggest grandstand effort for the night went to David Taylor, first in the 250 Pro and second

From past experience, everyone knew that the real 125 Pro contest was going to be between DG racer David Taylor and Honda rider Tim Lunde. Taylor won the first moto handily with Lunde riding to a strong second, one-half lap ahead of the field.

Moto two was a different story. Taylor again pulled the holeshot but Lunde made a desperate surge on lap six to overcome Taylor. The two Experts were side-by-side coming off the hill when Lunde literally pushed his way into the lead and went on to win the moto. Lunde's tally of 2-1 finishes resulted in the overall win. Taylor was second with a 1-2 score.

In the heated 250 Pro competition, Taylor again was a crowd pleaser. The top spot was a four man battle involving Taylor, Morris Malone (Hus), Joe Johnston (Oss) and Val Tamietti (Mai). The first moto win went convincingly to Taylor, Malone was second and Tamietti trailed in third.

The moto two holeshot again went to "Mr. Style," Dave Taylor. As the moto progressed, Malone took the lead from Taylor for only two laps, but the Yamaha pulled the Husqvarna on the pit sweeper straight. Taylor won the moto and the overall money with a 1-1 results. Malone was second. ●

Results in Results Section.

Firecracker Flat Track Championship

By Maureen Lee

CORONA, CAL., JULY 3

Corona Raceway gave flat trackers a Bicentennial salute Saturday

Coast Firecracker Flat Track Championship. A $1000 purse drew many top riders but Wayne Rainey put it all together and collected $275 after winning the short track and half-mile mains. Those who didn't ride the money races went home with plenty of trophies.

There was a good array of talent slamming around in the Pro class short track heats. The first one had Tim McWhorter (Yam) chasing Mike Tidwell (Yam) home and the second was a wild chase between Don Grigsby (Yam), who won neatly, while Rainey and Eddie Lawson (Bul) really worked it out behind.

In the semi Al Glover (Yam) set a new three lap record of 1:01.98 as he won ahead of Dennis Briggs.

After the first turn scramble in the main it was Rainey out front, then Walt Foster (Tri), Don Grigsby and Eddie Lawson. "T-Bone" Grigsby took second away from Foster and then went after Rainey. As fast as Grigsby was, Rainey was quicker, he really had his fire lit!

There were two heats for the half-mile Pros. First heat, Doug Hannon (Yam) shot for the low groove, followed by Tidwell, Foster and Steve Fortune (Yam). Fortune, still hurting from a previous crash worked up to the front, but all eyes were on the battle young Mike Tidwell was having with Walt Foster. Tidwell would outride Foster's big bore through the turns and then Walt would go for it down the straight and Mike would have to pass him all over again. Finally, Mike's Yamaha let go, much to everyone's disappointment.

Craig Armstrong (H-D) and Rainey fought it out in the second go, a race that saw several crashes. Glover, Lawson and Rich Warren made it out of the semis and it was time for the main. All evening, a nice breeze had been neat for the spectators but not so neat for the

MIKE YADA

and it showed in the care the riders were using.

Off the line they came, Hannon and Fortune leading, but look out, here comes Rainey. As they shuffled around in turn four of the first lap, it was Hannon, Rainey, Grigsby and Fortune. Rainey soon started putting air between himself and the pack.

Positions changed pretty fast, Craig Armstrong and his Harley moved on up to second to stay, Fortune got Grigsby with Lawson just behind. At one point Walt Foster and Doug Hannon were fighting it out right behind Tim McWhorter until Hannon finally went down. Eddie Lawson decided he could catch the sore muscled Fortune and went for it, driving very hard in the low groove. He slid sideways hard, making Steve squirrel a bit, but he hung on and Lawson was unable to get by. While all this was going on, there was Rainey out in front keeping plenty of distance between himself and the others.

After Al Glover set a new record, next race up was the 250 Sportsman/Expert and Mike Tidwell promptly turned in a 1:01.92 to set another one.

In the 125 Expert Terry McCreery (Kaw) and Jim Strain (Hon) were having a heck of a good time, even if they were at the back, and that's what it's all about. Eddie Lawson didn't fare as well in the Pro events, but he wrapped up the Open Expert Half-Mile Main by getting the holeshot at the start. He had a bit of trouble keeping Joe Steffan behind him, until Joe's Yamaha became a DNF, while Don Driggs was very fast indeed, for a fairly new rider, beating out Rex Hailey (Yam) for the second spot. Dylan Neihart, usually doing battle on a smaller bike, brought along a 500TT Yamaha and won the Open Novice-Amateur Main Half-Mile with it.

Results in Results Section.

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Subject..NUMBER ONE HOMBRE SERVICE

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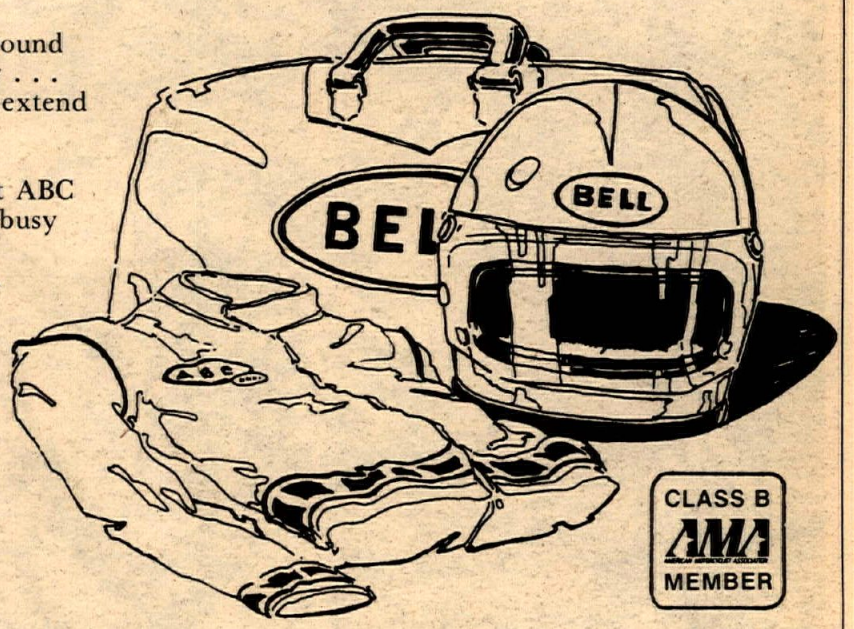

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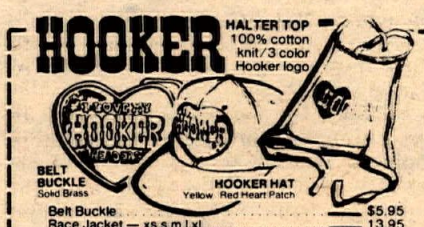

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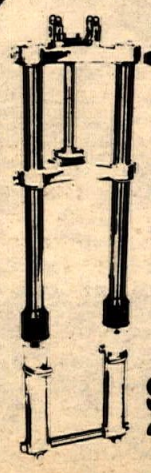

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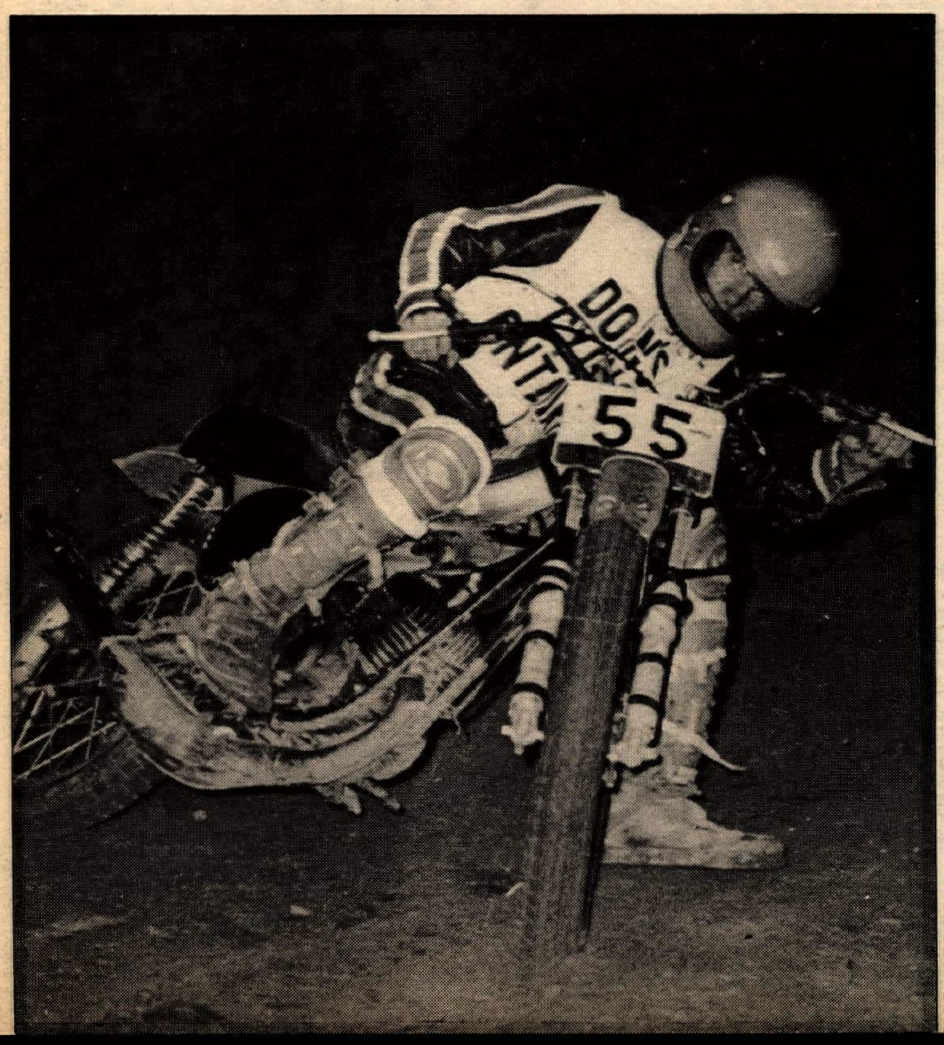
TOM CORLEY

(Above) Frank Serjeant gets a little out of shape off the jump at Irwindale. (Below) Steve Karsten locks it up at Corona.



DAN MAHONY

Jones and Glover duel at the Dunes

By Ted Titmas

VALENCIA, CAL., JUNE 25

In addition to some great racing spectators are enjoying beautifully warm evenings at AME's Friday night motocross. Tonight the increasing number of fans were first treated to 500 Pro action.

Andy Jannings (Mai) won a very close first moto over Cole Bros. rider Dave Haugh (Mai) and Don Hansen (Mai), who rides for Cal Moto Sports. In the second moto Jannings again grabbed the holeshot and held a good strong lead until his bike stalled and Haugh moved into the lead. Only one bike length apart, Haugh and Hansen battled for the win. Haugh stretched out his lead and interest was directed to the fight for third between Skett Wyman (Yam) and Dave Hensche (Mai). These two fought an extremely tight race until Skett fell, giving Hensche third. Jannings, who now had moved up to fifth after restarting from dead last, continued to move and eventually passed Hensche, winding up with a very impressive third. Haugh went on to win the moto and first overall. Jannings managed second overall, edging out Donny Hansen.

Without question the 125 Pro class was the most exciting.

Jones was absolutely determined to win on his home ground. He took the win in the first moto with Glover second and Gambetta third. In the second moto Glover got the holeshot but within half-a-lap Jones passed Glover, setting the pace for the entire race. Glover stayed hot on Bobby's tail unable to pass. Only a few feet before the checkered flag Jones started to pass a lapped rider. The rider, instead of staying on his line, tried to move nearly causing Jones to lose it to Glover. Bobby managed to keep his lead over Glover in second and Mark Gabmetta in third. ●

Results in Results Section.

CMC White Knuckler Finals

By Tom Blattler

IRWINDALE, CAL., JUNE 25

Irwindale Raceway's largest CMC Night Motocross program of 1976 featured some of the finest racing seen all year in the final race of the four-week "White Knuckler Series." Top Juniors received plenty of nice prizes and the professionals went after a $500 purse. The Pro racing was the best seen this year with some of the favorites not fairing too well at the end of the evening in overall standings.

125 Pros Taylor and Denton, the D & G twins, were back at their game but there was plenty of competition from John Atwood, Mark Lawrence, Eddie Clark, Dave Pessy, Dave Carlson, Lunde, Ernie Gonzalez, and young Doug Nicol. The first five-lap moto saw Taylor and Denton grab the lead in the first corner and pull away. The real battle was for third between Atwood, Lawrence, Pessy, Lunde, and Carlson. However, Lawrence dropped out early with engine trouble and Carlson was flat on the gas.

Moto two found Denton leading Taylor into the first corner as Lawrence, Carlson, Atwood, Pessy, and Lunde again resumed their unreal fight for third. Denton went on to hold off Taylor and take the victory, but the crowd was watching third, as Carlson was challenging after the "Molly Blue" jump and got into the far corner a little too hard and dropped his Honda.

Entering the final moto, Taylor and Denton were tied on points with three each, but the final five-lapper was all Taylor. Carlson took second in the final round with third going to Atwood followed by Denton. In the overall standings, it was Taylor for the win followed by Denton, Atwood, Pessy, Lunde, and Carlson.

The 250 Pros saw quite a bit of action, as Mark "Mad Man" Lawrence had his Suzuki really cookin'. Lawrence and Vince "The Hooker" Van Hook ran away in the first moto from former Irwindale hotshoes Vidic, Tamietti, and Rubly. South Bay star Mike Stearns was also challenging Vidic, Tamietti, and Rubly. At the checkered flag, Lawrence took the win with Van Hook second.

The second moto again found Lawrence in the lead with Vidic and Van Hook battling for second. "Mad Man" pulled away as Jeff and Vince were dicing for second. "The Hooker" tried to stuff a wheel under Vidic for second but Vidic didn't move and Van Hook went over the handlebars.

In the final five-lap moto "The Hooker," probably a little peeved after his crash, came back strong to score the victory over Stearns, who rode sensationally for his first time at Irwindale this year. In the overall, Lawrence was the victor with second to Vidic, third to Stearns and fourth to Van Hook.

The 500 Pros turned out some super competition between Mike Bell, Luke Messer, Bill Rubly, and Joe Johnston. Rubly grabbed the lead in the first moto however, entering the switchback turn, he went over the handlebars. Bell and Messer then went for the lead with the four-stroke Honda of Bell taking the win.

In the second moto, Rubly and Bell again joined Messer to battle but Bell

was riding the big four-stroke to perfection and took the victory.

Bell made it a clean sweep in the third moto, the only sweep in the Pro classes, with another excellent performance. Second this time went to "Jumpin' Joe" with third to Messer. Overall top finisher was Bell, second went to Messer and third to Johnston.

Kidd - McWhorter nip and tuck

By Elaine Jones

CORONA, CAL., JUNE 23

This week's Half-Mile Money Race was a 15 lap duel between 10 of California's finest and what a show it was. At the half-way point it looked like Gordie Kidd had everything under control, if his bike and body held together but, with five laps to go, Dan McWhorter suddenly shot by Gordie, turning it into a whole new ball game. Now it was Gordie playing catch up, lap by lap. With two to go he got by and it was all his. Dan was a close second and Don Grigsby finished third. After the race, Dan said he got the lead because his brakes went out and commented that it was no way to pass.

Dan collected first place in the Open Expert Half-Mile, leaving no doubt in anyone's mind, after a wire-to-wire victory. Steve Miller was second and Dan's little brother Tim was in for third. The bench racing that goes on in the McWhorter house must be something else with those two fine riders.

Wayne Rainey and his flying 250cc Yamaha picked up the bucks in the Short Track Money Race and his racing buddy, Mike Tidwell, supplied the pressure. Don Grigsby was again in third.

Rainey also added the 250 Expert Half-Mile to his evening's work, topping Greg Zehner and Dylan Neihart.

Mike Tidwell, still extremely stiff and sore from his crash last week, put in a fantastic night's work. He won the 250 Expert Short Track but he had Bob Russell, a vistor from Arizona, to contend with.

Tidwell also collected first in the 125 Expert Half-Mile with Danny Perkins arguing the point every lap. Bob Russell was third.

On the Short Track it was Perkins who won the argument with Tidwell second and Russell again third.

Bart Grisham tied up the 125 Novice goes by taking both the short track and the half-mile. Kirk Johnson was second in both.

Eddy San Roman, looking super smooth and confident, showed the 250 Twins the way it's done as he easily took the win. Robert Cain was second.

The Hulbert brothers, Darren and David, played you win one and I'll win one as they sewed up the Mini Division I. Darren took the short track with David second and Kirk Johnson third. David won the half-mile with Darren second and Kirk again third.

The Division II Mini had Richard Jones winning the short track while Bobby Garabedian topped the half-mile.

Jeff Wise and Mike De Bruyn played the share game in the 250 Novice Division with Jeff taking the short track over Mike and David DeTemple and Mike taking the half-mile over Jeff and David.

Bob Kivrizis who has had more than his share of bad luck this season put it all behind him along with the rest of the field as he won the 250 Novice II Half-Mile.

Dylan Neihart, just starting to get the feel of his new big bike, won the Open Novice Short Track from Lou Gimenez and was trying for a double until he ran into Denny Aguirre on the half-mile. Denny, who had just gotten his own machine back together, was feeling good so it was not to be and he settled for second. ●

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This is not a gimmick, but a genuine high bid buys it sale, with minimum bids posted on sale machines. Sealed bids only will be accepted, and winners will be notified Monday morning 7-12-76. The store will be closed to normal business during bid sale, and limited terms are offered.
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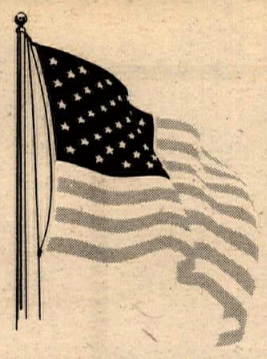

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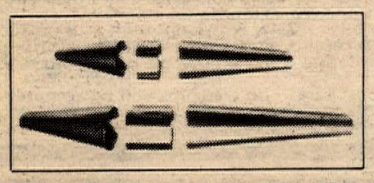

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By Rex Reese

IRVINE, CAL., JUNE 25

AMC made a return debut at OCIR with its first Friday night opening of what promises to be a long hot summer of super racing as Betty Laker's faithful following diced it out on a super prepped track which had some of the best get-down racing around.

250 Pro Morris Malone rode his Husky like Heikki as he blew away the rest of the field with speed and smoothness. With the first moto in his pocket, Morris had to follow Jim Cross (Suz) in the second until the fifth lap when both riders came over the jump and down the straight. Malone held it open longer and dived deeper into the turn to edge out Cross, and then built up a sizable lead for the win. In the third moto, Morris stalled his bike in a hairpin turn and wound up third; but his 1-1-3 was good for the bucks.

The 100 Expert go was the exclusive property of Randy Skinner (Hon), who pulled off three holeshots to equal three wins, while Gary Stophez (Hon) was right behind Randy for a consistent second.

John Fallon (Yam) led the charge as the 125 Beginners, Juniors and Intermediates were heaped together on a split gate stampede. John was quickly displaced by Wayne Wells (Hon) who took it from there to a perfect 1-1-1. Back in the pack, 125 Juniors Lance Hartley (Yam) and John Ruby (Hon) were knobby to knobby. They set the first two motos 1-2 respectively, then diced it out some more in the third to trade spots, with Lance the overall winner. ●

Results in Results Section.

Glover captures TT record

By Phil Carpenter

ADELANTO, CAL., JUNE 26

The track record was broken three times on the nighttime TT course at 395 Cycle Park's Saturday night event in a two-man duel between San Diego's ace Al Glover and 395's No. One Mike Laney.

Glover turned the 5/10 mile course in 39.5 seconds in the 250 Expert heat, breaking Rip Sweaney's year-old 43.0 track time. Laney took the green light next, leaving Ron Powell and Tim Melancon watching him take another 3/10 of a second off Glover's track record. Anything your 750 can do, my 250 can do better proved Glover, as he took still another 3/10 of a second off Laney's time in the main, setting the official time at 38.9, aboard a single. He then came back for an encore by winning the Backwards Sweepstakes, setting a new track record.

Eugene Brown and Ben Meyers dominated the 125 TT and Half-Mile, but Richie Volks' mechanical problems followed him like the plague. In half-mile action, Laney showed Glover why he still holds the track record, and Dylan Neihart kept Glover in second in 250 Expert Main.

Newcomer Steve Finan took the lead in 250 Novice Half-Mile action but Rick Blankenship was on home ground and soon gained the lead to finish ahead of Richard Bishop. TT action saw Blankenship leading the entire eight lap main with Finan waiting in vain for a mistake and MX convert Dan Seagondollar taking a respectable third his first time out with the fast boys.

The Bales Boys took the Mini brass and Ms. Bobbi Hunter decorated the winner's circle as the local Chamber of Commerce President stared in disbelief at motorcycling's new image! ●

Results in Results Section.

Elsinore TT

By Andi Gangewer

ELSINORE, CAL., JUNE 19

Jack Smith has been super hot lately and he kept things steaming by polishing off the 125 Amateur/Expert class. The four Amateurs had the advantage of starting ahead of the Experts which was a big help to Jack who led the way from start to finish. At the start of the race Jack, Steve Polson and Mark Ledbeter looked as if they were tied together. Jack slowly but surely continued to stretch out his lead and before the race was over he had a full straightaway lead over the nearest rider. Mark Ledbeter held on for second.

The second moto Amateur Steve Karstan got the jump off the line but Smith pushed on by and traded places with him. Polson moved up on his rear wheel to really apply the pressure but before Steve could make his move the checkered fell and Jack had chalked up another win.

Moto three, Expert Steve Griffith got tired of following the Amateurs around. His throttle hand got too touchy and he

Al Glover takes his 250 to a new track record at 395 Cycle Park.

ARRY CONWAY

PAUL OSWALD

Marland sez—you have to walk, ride, think and chew gum. All at once.

jumped off the line before Chris had a chance to press the release button on the rubber band. Griffith was stuck back on the hill and restrained himself until the flag dropped. Karstan led off but Smith gassed it and flew past him to once again control the race. Karstan went down and Polson made the best of this new opportunity to move up on Smith. Steve kept the gas on just long enough to slide past Smith and take the final moto. Jack took home the trophy, only four points away from an Expert rating. Polson was second with third going to Mark Ledbeter.

Scott Polson, Steve's older brother, also made a fine showing in the 250 Amateur/Expert class. Lap one it was Polson, Mitch Zehner, and Gary Smith. The second lap Polson continued to widen his lead, Gary moved up into second, and the only Expert, Joe Steffen, maneuvered his way through the pack into third. On the last lap, Steffen got under Smith and they finished in that order.

Moto two Duane Gallager shot out in the lead and Polson moved up to push him hard. Meanwhile, Steffen was making his move but traffic got heavy and the race went to Gallager, Polson and Steffen in that order.

The third moto was all or nothing for Steffen, Polson and Gallager. Scott and Duane were wheel to wheel but Steffen snuck by, while these two were playing bump cars, to take the checkers and the trophy. ●

Results in Results Section.

ITA serves up a scorcher

By Paul Oswald

IRVINE, CAL., JUNE 27

For a little change of pace in the peculiar world of Southern California trials, Jean Fradette and his friends at ITA laid out a challenging loop complete with 105 plus temperatures to test both mind and machine. Saddleback's parched zero-traction geography provided many riders with big scores and a few surprises.

Marland Whaley taught the morning trials school, expressing the importance of walking the sections as well as thinking while riding the section. Later Mr. Whaley, and the short stroke 300cc Honda, thumped to a 15 point plus lead and victory in the Expert class. The fight for second was closely contested with less than five points separating second place Al Roper (350 Bul) and third place man Tom Hascher (250 Kaw). Marland's effortless style paid off in the unbearable heat, as he turned in his last loop card with hardly a trace of sweat.

The Webster brothers continue to dominate the Amateur class. David Webster (175 Yam) took the honor today with Oli Thordarsen (175 Yam) in second, breaking up the Webster effort. Paul Webster (175 Yam) finished third, two points behind his brother. Duane Feland (250 Suz) was within striking distance on the first loop, 'til the heat melted his handlebars.

Duane made a fine ride through section seven, a tight gully trap with a tricky three foot rock and a tight left to the exit. Feland went sailing through with about three feet of pure style between him and his Suzuki. In section eight, Duane was coming off a large boulder when his Renthals broke sending him over the bars. Unhurt his only comment was, "I can't believe this." He then proceeded to ride out the section with only one grip!

Levi's and army boots were the hot set up in the Novice class which Marty Syabile (250 Yam) won with ease. Greg Byers (250 Suz) finished a heated second, with Larry Emge on a 350 Bultaco in third. The only competing Cotton in Southern California, ridden by Paul Oswald, led the first loop until a case of overheating involving both rider and machine ended the effort in 12th.

Beginner Sonny Baskin (Mon 247) topped his class with Larry Curtiss on a Honda 125 in second. Phil Chandler completed the trial in third on a 350 Bultaco.

Manfred Lauxen (350) continued his winning streak in the Senior class by beating Jerry Manley and Art Webster (Yam 250). In the true spirit of trial competition Mr. Lauxen donated his trophy to the last place Senior finisher.

After the trial, all the checkers and riders were treated to some well deserved watermelon. Many of the riders were more interested in the ice the melon was stored in. The seed spitting contest results are still pending!

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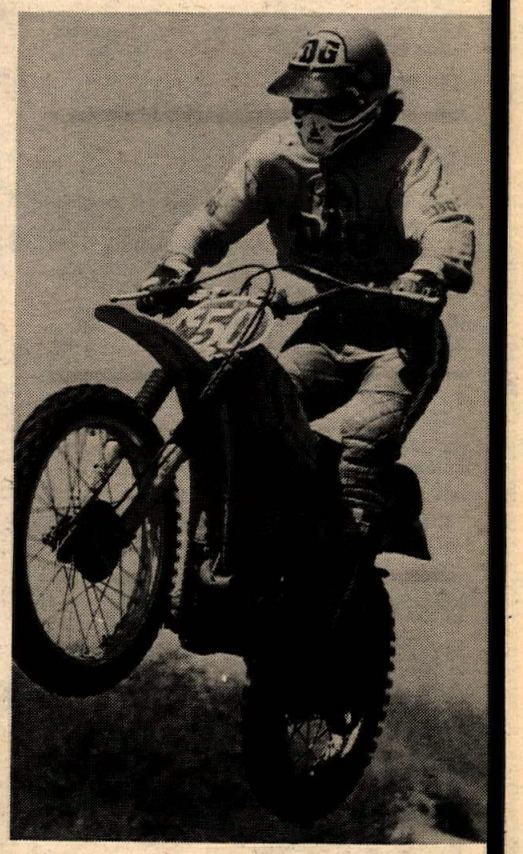

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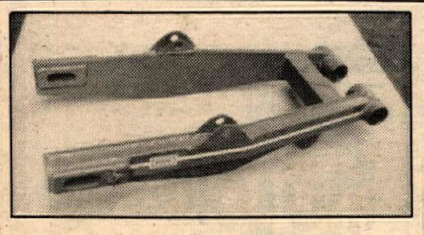

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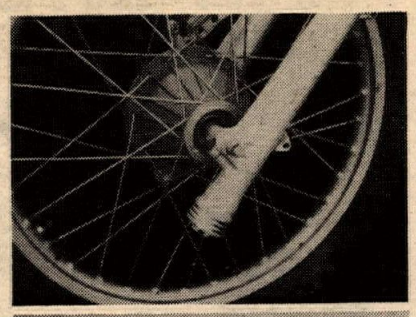

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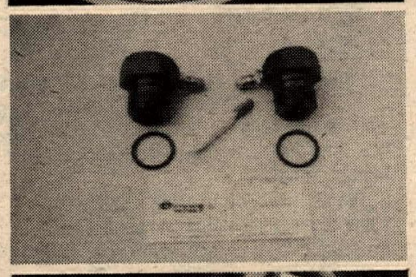

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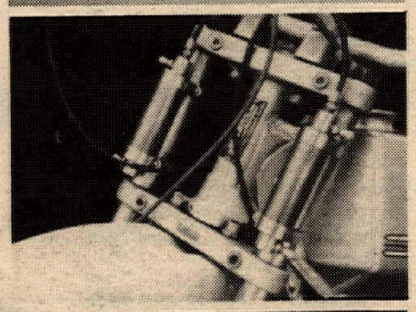

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A couple of champs, Dave Wood (1) ninth OA and Phil Stumbo (1x) fourth OA, turn on t

The heat hasn't wilted all the desert flowers — yet.

PHOTOS BY DALE BROWN

eat at the DRA Firecracker '76.

Firecracker 76: Balentine's Bicentennial bash

By Dale Brown

CALIFORNIA CITY., CAL., JULY 4

In celebration of the nation's 200th birthday, firecrackers exploded throughout Saturday evening. The following day, Bob Balentine exploded for another win, leading DRA's Firecracker '76 all the way, aboard a new 400 KTM.

Balentine hit the bomb with several other racers and outpowered them to get on the marked trail first. Bill Conroy (450 Vil), winner of the previous Firecracker, was among the leaders until he got too far off the trail and lost a little time. Jamie Avels (400 Yam) held second for awhile, but Benny Padilla (250 Yam) got by at the halfway point on the 25-mile loop. A flat soon slowed Padilla and Avels held second at the end of the loop, about a minute behind Balentine.

Tom Kelly (250 KTM) moved up on Padilla, but couldn't pass him in the dust thrown up by Benny's squirrelly machine. Padilla retired in the pits, but Kelly was only able to get out to the bomb area before he siezed.

Two of the leaders were out and another, Avels, soon came up with a flat. He tried to nurse it into the finish only to crash into a berm at the edge of a fireroad and destroyed the few remaining spokes in the rear wheel.

These incidents moved Rich Mark (370 Suz) and Conroy up to second and third, where they would stay for the remainder of the race.

Being in the top ten on the first loop was hazardous to the health of other machines as well. Chuck Cartledge had his 100 Yamaha running an amazing seventh, but broke the shifter and spent the rest of the morning circulating in one gear. He did eventually finish third in class. Robbie Voight and Howard McCasland were running eighth and ninth; both DNFed. Phil Stumbo (250 CZ) had movedup from 14th at the start to tenth, despite heavy dust. By the end fourth, where he stayed to the end.

Possibly by waiting until the second loop to make an appearance in the top ten, Tom Schell (250 Suz) avoided the ill luck of his predecessors. By the end of the race, he was running fifth.

Balentine completed the almost 76-mile race in slightly under 90 minutes. On the last loop he had to hold a loose gas tank in place with his knees. Bob's new KTM features sharply-canted shocks and leading-axle forks. It carried him to a two-minute-plus lead over Mark. Conroy took third for his first finish of '76. Stumbo's fourth garnered him first 250 honors. Schell was in next, ahead of Jim Artz (400 Yam), who carried a small water bottle taped to the back of his helmet with a tube connecting it to his mouth along his way to first Amateur. Lee Wilson III (175 Hus) picked up the small-bore lead when Cartledge slowed and he kept it to the end, finishing seventh. Monte Lee (250 Yam), Dave Wood (400 Yam) and Tim Plant (125 DMG) rounded out the top ten.

With a 13th overall finish, Gus Paull (400 Yam) took first Senior, barely beating Gordon Schmid (400 Yam) who charged through the pack after a disastrous start.

The Novices had a separate start this time and the first loop had featured a battle between Tom Mattox and Doug Hurt, both on 400 Yamahas. Hurt fell victim to the gremlins and dropped back. Mattox went on to take the overall Novice win, just ahead of T. Phillips (250) and Mark Struve (250 Yam). David Behrens (Yam) copped the small-bone win, while Keith Soesbe (400 Yam) topped the Seniors. Leslie Klug rode a 250 Honda four-stoke to a Novice Powder Puff victory.

With the three-wave start and a fast course, all the Beginners were lapped. Curt Richard (250 Yam) was the last to be lapped and thus the first to finish. Despite the fast course, a 175 Yamaha, ridden by Tim Cauby, was second. Rex Bonham (400 Yam) nabbed third. Charlie Anderson (250 KTM) and Richard Hurt (400 Yam) battled all the way around for first Senior Beginner, Anderson winning by a small margin. Laura Lockridge (250 Yam) was the first Beginner Powder Puff, while it was another Kelly Kline (Yam) win in the Mini ranks. •

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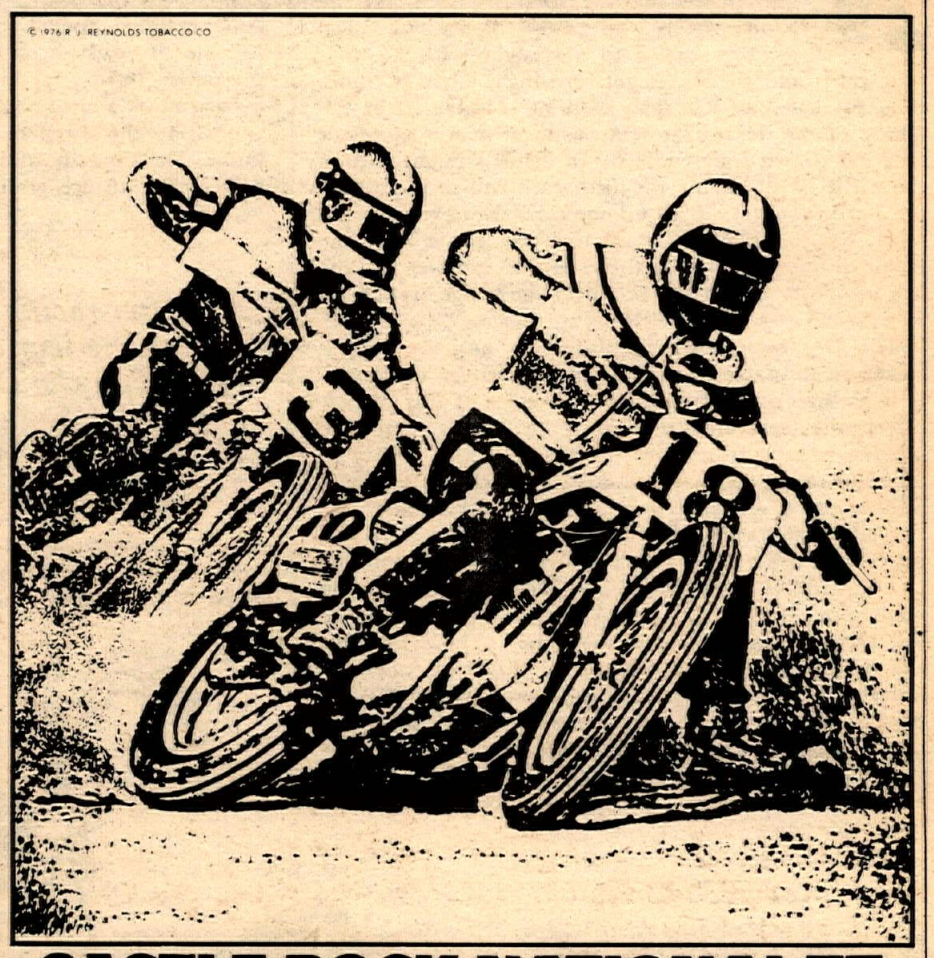

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Superbowl Soup

Inside Straight

By Jody Weisel

A riverboat gambler is playing his last hand of the night on the Delta Queen as she paddlewheels up the Mississippi. The gambler draws to a straight with his first four cards and the stakes get very high. When it comes time to deal out the fifth card the gambler is at the mercy of the fickled fates. A producer of a motorcycle race has drawn four cards to an inside straight and on the night of the event the fifth card will slide through the ticket counter. If it's a large card then everything is great, but if it's a small card then the pot is lost. The major difference between the riverboat gambler and the MX promoter is that the producer can hedge his bets by advertising.

The Oly Superbowl of Motocross has the highest stakes on the table of any motocross event in the world. It is as big or bigger than the 200 miles of Daytona. It offers the spectator a chance to see a complete motocross race from start to finish without having to hike five miles, stand in the dust, get dirt in his beer or wait in line at a rickety port-a-can. For a real fan this is all part of the thrill of MX, but for the first timer the Superbowl is the only way he knows how to travel. The Oly Superbowl of Motocross is expected to draw 60,000 spectators on July 24. Fifty percent of that number will be attending their first motocross. The Superbowl will initiate 30,000 new fans to the thrills of America's fastest growing motor sport. Those new fans will become regular spectators at other events, they will buy motorcycles, accessories, tickets, clothing and help spread the word to their friends. Everything that the Superbowl does on July 24th is good for Motocross the rest of the year.

" I've seen plans for the fantastic new track and I'm going to try very hard to win this important race."
Brad Lackey

How does a producer hedge his bets so that he increases his odds of drawing that inside straight?

Shuffling the deck

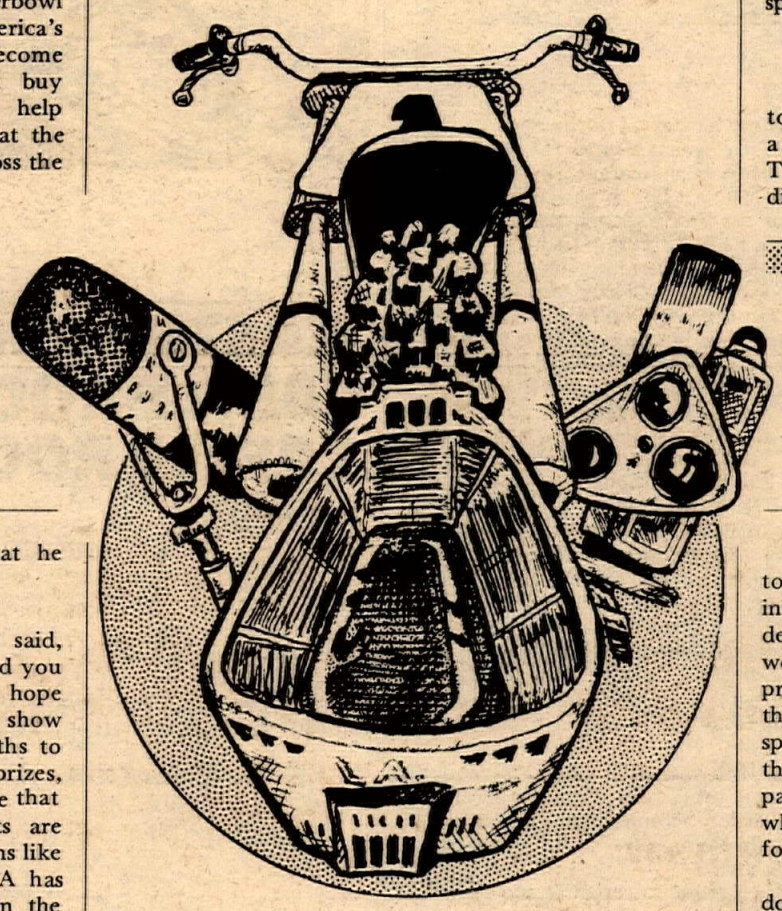
Road racer Hurley Wilvert once said, "Compare . . . racing to a rock concert. How could you advertise that you're having a rock concert and hope that some people who play rock and roll music show up?" The Oly Superbowl has gone to great lengths to guarantee that the star performers show up. The prizes, contingencies and promotion money on the line that Saturday night in July are $30,000. Contracts are negotiated with top European and World Champions like Roger DeCoster and Gerritt Wolsink. The AMA has sanctioned the Superbowl as the last race in the five race Super-Cross series with the top Americans trying to win the title.

Loading the dice

The best of all shows is no good if there is no one there to enjoy it. All steps have been taken to insure the show and no expense was spared, from the $125,000 track to the high stakes purse. And no expense will be spared in getting the word out. The promotional aspect of holding a motocross is often forgotten and many race promoters are nothing but ticket-takers. The word promote connotes increasing public interest, building up excitement and getting the knowledgeable and not-too-knowledgeable out. Stadium Motosports will spend $225,000 on Radio, Television and print media. In the weeks prior to the race the tempo will increase to the point that at any given moment Oly Superbowl advertising will be reaching a major market.

Radio: In a mobile society built around the automobile and traffic jam radio advertising becomes one of the most effective audio tools available to a producer. Stadium Motosports will attempt to build a visual image of the excitement and interest of motocross by caressing your ears. This is done with four separate concepts of radio spots; The Hype spot is the screaming, jumping up and down "Sunday, Sunday, Sunday at U.S. Amphetamine Speedway! See Timothy Leary and his full blown head!!!" style that is not very popular with the purist, but by far the most effective. The Head spot is basically a kicked back relaxed music commercial that appeals to the listeners inherent feeling of being in the know. The Comedy spot is the attention getter. Comedy cuts across all age groups and social classes. Everyone enjoys a good laugh and that helps them remember the event. Finally there is the Country/Western spot which is keyed to the down home, good old boys.

"After racing Grand Prix's all over the world I can honestly tell you the Oly Superbowl track is the most challenging."
Marty Smith



The Oly Superbowl will be advertised in over 3,200 radio spots. This will be tied into ticket give-aways on the major LA stations to insure that anyone with ears will know what's happening on July 24th.

"The best riders in the world on your own private stage putting on a show you'll never forget."

Television: Being able to show the prospective spectator a taste of what he will see at the Coliseum makes television an invaluable advertising tool. A special nine sequence TV ad that is only 30 seconds long has been produced to give the viewer the feel of motocross. In flashing high speed frames the peristyle jump, insanity ridge, Staten and Smith's crashes, the crowd, the start and the machines are shown for maximum visual impact.

With CBS Sports Spectacular filming the race for later showing television exposure for the event will continue to increase. The television commercials will be broadcast on all the major stations from Bakersfield to San Diego.

Print: Advertising will be placed in all the major motorcycle magazines, trade publication and seven major LA dailies. In addition to the normal printed ads there is also a large number of flyers and posters printed for circulation. Bob Clampett of Pacific Public Relations works night and day arranging television, radio and newspaper interviews for riders like Weinert, Karsmakers, Lackey, DiStefano and Smith.

Support: The sheer weight of responsibility, duties, and manhours requires the additional aid of sponsors who will help out with the promotion and distribution of information. Honda motorcycles will be co-sponsoring the event and tickets will be available at all Honda dealers for the special qualifying and time trials. Qualifying tickets will also be available at Colonel Sanders, and Miller's Outpost store. These tickets are free for the asking. Bel-Ray, Pennzoil and Electro will continue their wholehearted support of motocross by aiding in the sponsorship of the Superbowl. The Oly Superbowl of Motocross receives its name from Olympia beer which gets a great satisfaction out of supporting the sport of motocross.

Royal flush

Producing a race is more than opening the doors and tossing in a handful of dirt. A race producer involved in a project as large as the Superbowl becomes an adman, TV director, announcer, security expert, agent and tour director.

"The single most important race in this hemisphere. The new faster, wider track will make it also the most exciting."
Rolf Tibblin

To insure that as many people as possible will be able to enjoy the Superbowl show Stadium Motosports has initiated the Oly Superbus program. Any motorcycle dealer can arrange his own sales promotion, field trip or workers benefit program by contacting the Oly Superbus program. They will provide him with discount tickets to the race and information on how to arrange to have a special bus pick his group up at his shop, drive them to the Coliseum, and home again. No traffic problems, no parking hassles and a wonderful time can be had by all while you leave the driving to Superbus. And all of this for the price of a $10 Superbowl ticket.

Harley-Davidson will be bringing their one million dollar motorcycle show to the Coliseum on the day of the race. The Harley show is 10,000 sq. feet of antique, racing and new machines. A person can stop by his Honda, Colonel Sanders or Miller's Outpost store get a free ticket to come out and watch the afternoon time trials and stop in and see the Harley Show. All of this happens before the racing gets under way on Saturday night.

Cut, call and fold

For the first time in AMA motocross history pit passes will be sold to the public so that they can get close to the men and machines they have paid to watch race. The special RC, RN, KX, and OW works machines will be on display. The number of pit passes is limited because of the size of the peristyle pit area.

The Oly Superbowl of Motocross is the biggest motocross race in America and at the same time it is the biggest production in American motocross **with the best riders in the world on your own private stage putting on a show you'll never forget.** But because of the popularity of MX, the excitement of the sport, the comfort of the stadium and the efforts of the promoter the odds of making a success of it are better than those of filling an inside straight.

The Race of the Century!

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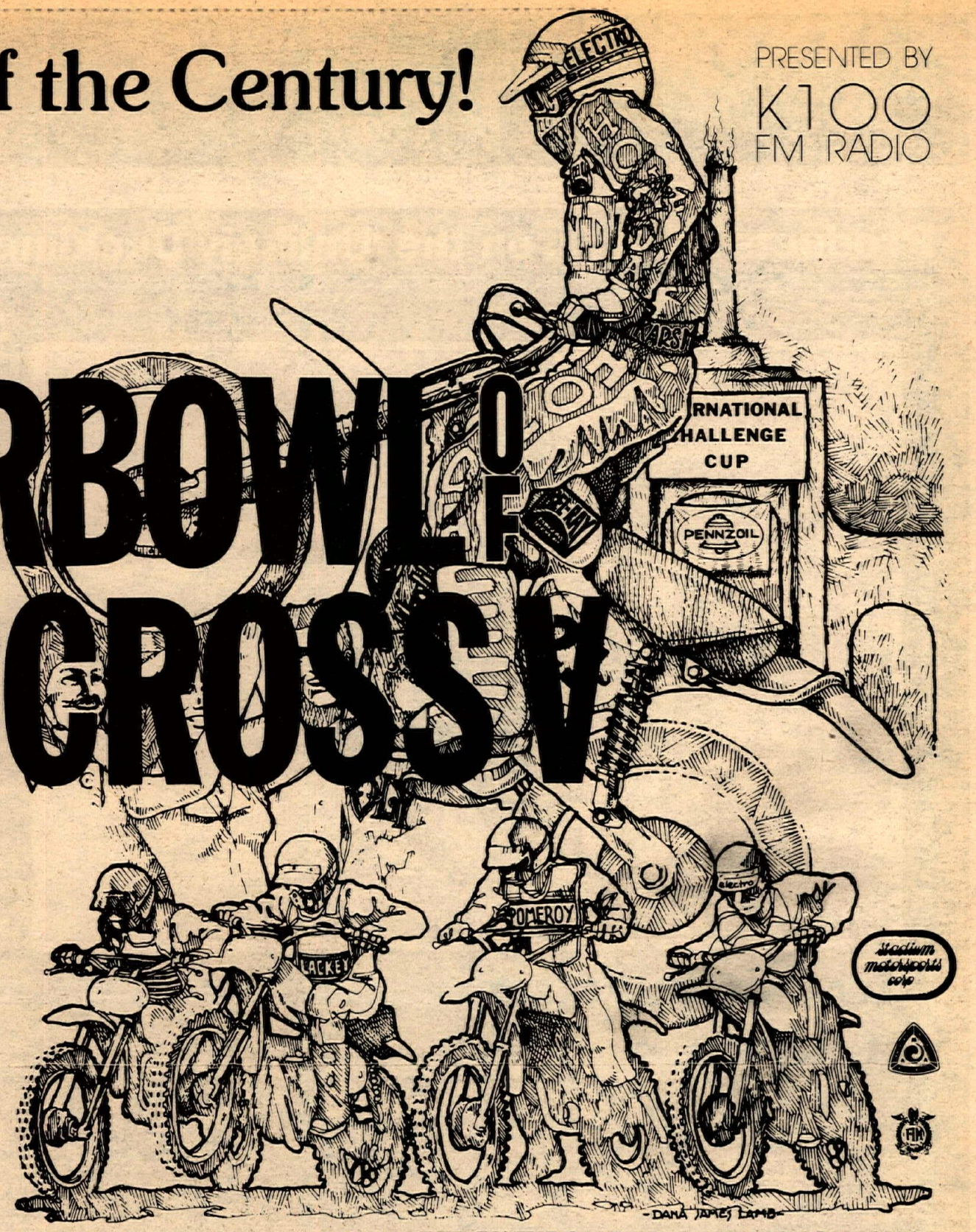
SUPERBOWL OF MOTOCROSS V



Los Angeles Coliseum Saturday, July 24, 1976 8:00 P.M.

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FREE Million Dollar Harley Davidson Motorcycle Show — 10 A.M.-Midnight
Practice & Qualifying 1:00-4:30 — Gates Reopen 6 P.M. — Racing 8:00 Sharp

Here's what some people have to say:

• Brad Lackey: "I've seen plans for the fantastic new track and I'm going to try very hard to win this important race." • **Randy Riggs, Editor, Cycle World: "If, throughout the course of a year, I was allowed to go to only one motocross — the Superbowl is the one."** • Marty Smith, Honda Factory Rider: "After racing Grand Prix all over the world, I can honestly tell you that the new Oly Superbowl of Motocross is the most challenging I've ever been on — and with all the top riders there this is gonna be a tough race." • **Harry Oxley, 'The Czar of Speedway': "Gargantuan, humungous, peachy keen."** • Jim Weinert: "Mike Goodwin has created a show that would make P. T. Barnum envious." • **Joe Parkhurst, Publisher of Cycle World Magazine: "The only race of the year with an electric personality!!!"** • Rolf Tibblin, the Winningest Motorcycle Racer Ever: "The single most important race in this hemisphere—the new, faster, wider track will make it the most exciting." • **Sharon Clayton, Publisher of Cycle News: "Collossal motorcycling circus."** • Dr. George Coladonato, M.D.: "Undoubtedly ranks right up there with the best Broadway or Hollywood has to offer." • **Mike Goodwin: "Whoever created that masterpiece is a genius."** •

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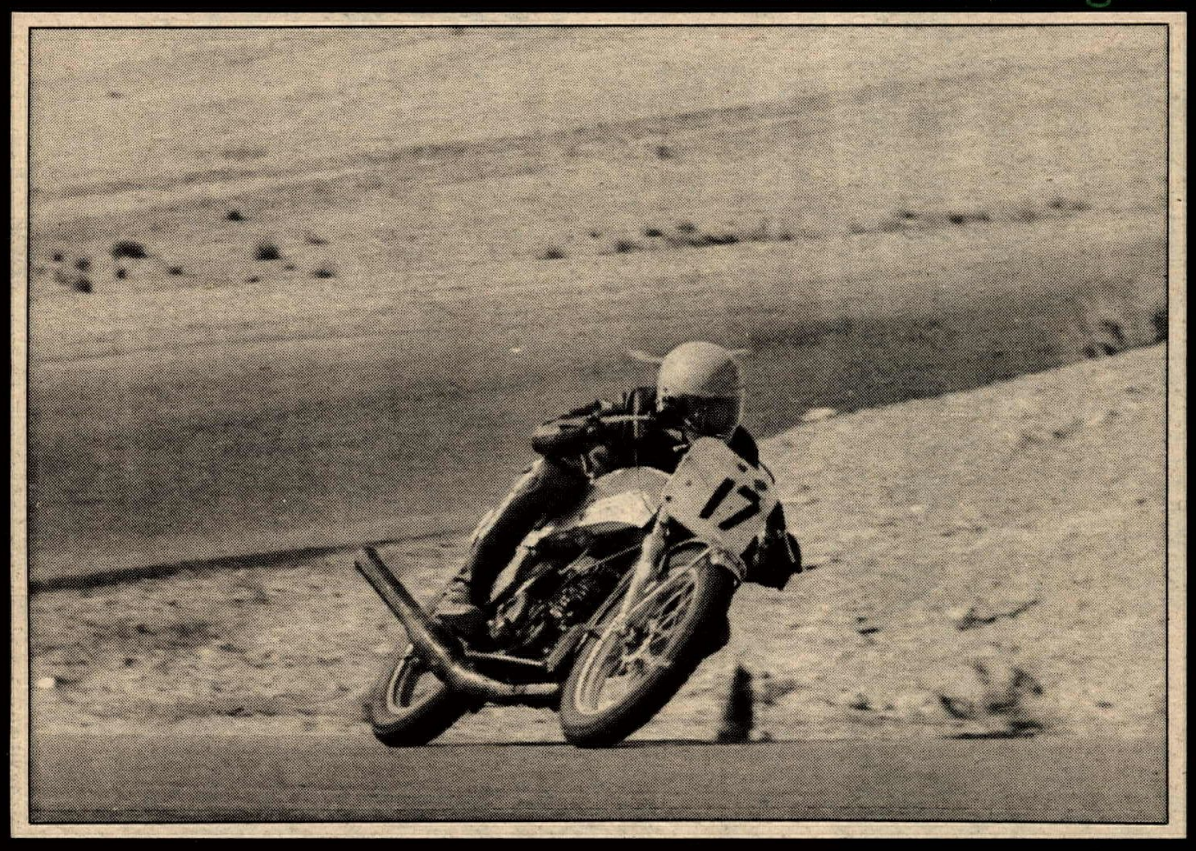
Products tried . . . and true

By I

Products tried . . . on the 'Unlikely Duckling'

Camber Co. fiberglass



Even Camber Company's rejects are pretty good. When a tank and seat were needed for the Fantasy Factory project bike, the price was definitely right. The only thing "wrong" with our tank was that one of the petcock mounting holes had to be re-threaded, and one of the tank rests had to be repaired. Never did find anything wrong with the seat.

Camber parts are deliberately high in glass content for strength and laid up in a "sandwich" configuration — fine-textured cloth against the gel coat for fine finish, matte or coarse cloth next, then an inner layer of cloth. Even the inner surfaces (which don't need to be "show" quality) look good — no ragged edges, no sloppy overlap, no voids.

The seat walls are deceptively thin in section, yet quite strong. We expected some trouble with fatigue cracking around two bolt holes we drilled for seat installation, but so far have had none. And it's a load-carrying joint, using an alloy spacer and big flat washers to spread the loads.

Camber casts most of its tanks with an inset metal plate drilled to fit a standard two-bolt Japanese (a la RD350) petcock, which is OK for keeping cheap and plentiful hardware. But fitting to a big-bore single instead of to a twin, the RD350 petcock is somewhat less than satisfactory. Beggars can't be choosy.

The bike's been down once. Not hard enough to hurt, but hard enough to break off a homemade fork stop tab and allow the fork tube to whack the tank. No visible damage, no leakage. Now that does a clumsy racer's heart good. Available from: Camber Co., 741 Ohms Way, Costa Mesa, CA 92627 —or— from motorcycle dealers.

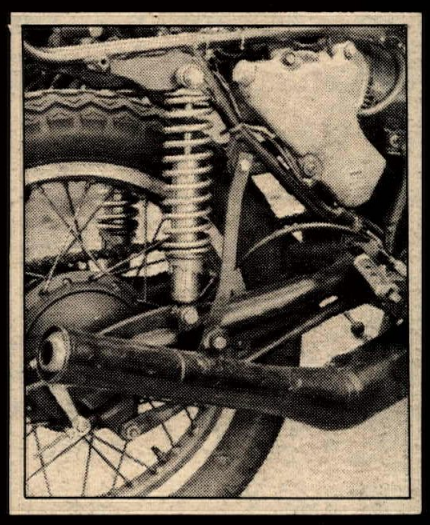
Skyway weld-on

At Daytona this year, probably eight out of every ten TZ750s on the grid (not to mention a high proportion of 250s) sported Skyway weld-on silencers, many of which were extremely sano installations, all of which were mandated by the AMA's 110 db(A) at 20 inches plus five db(A) grace noise limit.

Fitting on Yamaha roadracers is pretty cut-and-dried; just trim off all but a half inch of your stinger, say the tuners. On other bikes, or on developmental pipes, it's more cut-and-try. First you find the correct stinger length for your pipe, then cut a length off it equal to the length of the Skyway inner can. Object is for the Skyway's outlet to be right where your correct stinger outlet was. With that done, you trim the outer can until the inner just overlaps your stinger when the outer is butted against your chamber's rear cone.

We have one fitted to the Murphy/Precision pipe on the Fantasy Factory TM 400. While it's far too loud for a strictly legal street machine, it has passed under the baleful eyes of countless cops with a little throttle discipline. Our tester's facile backside recorded no measurable difference in power between running with an open stinger and with the Skyway. A dyno run on a different pipe with/without tended to confirm this, as the muffler marginally added mid-range and cut just a decimal fraction off the high end.

For racing, GP or Cafe class, we'd recommend it to anybody. But for strict street-legality, we want to try a weld-on installation with one of their "Super-Silencers" and go for super-quiet. Available from: Skyway Recreational Products, 12300 Gladstone Ave., San Fernando, CA 91342.



Red Wing shocks

Red Wings are Japanese shocks made to American specs for the hypertensive aftermarket. Their object was to make a durable, close-tolerance rebuildable damper available with sufficient versatility that it could be kitted to retrofit most popular motorcycles. It was mostly the versatility that led the Fantasy Factory crew to specify them for our TM400 motocrosser-turned road racer.

The MX chassis had 14½ inch shocks fitted to an extended swingarm. To get down to road racing trim, we needed an 11¾ inch shock that could be kitted for extra damping power. Red Wing had it. They recommend using a damper kitted for forward mounting. From there, shock tuning is a matter of changing springs, fiddling the preload or changing shock fluid. Up to a 55 percent increase in rebound damping can be had by substituting different weights of Lubritech, Bel-Ray or equivalent fork oil for the standard Red Wing fluid.

We started with 120 pound straight springs and have stayed with them. The rear had a tendency to pogo under heavy braking before we started experimenting with shock fluid. An SAE 20 settled it right down. Under acceleration, the rear action is dead solid perfect.

The shocks are definitely rebuildable, possibly easier to get apart than we'd like. One of the seal caps came unscrewed from vibration during a heat race, luckily without incident. Best to lightly stake the cap with a center-punch each time the shock is rebuilt. If they are staked, don't try to disassemble them without the Red Wing Rebuild Tool (Part No. 12-0900), a two-handle spanner wrench that makes things easy without tearing hell out of the seal cap. Lucky for you — if you do tear it up, a new seal cap is included as part of the standard rebuild kit.

Available from:
Motorcycle dealers, distributed by Beck/Arnley.

Products tried

D.B. Eng Desert Du

Don Burke is a member of Huntir Beach MC and developed his alum dump can for quick pit stops on desert races. It also works quite we long road races. It will dump approximately 3.5 gallon capacit under five seconds, whether you tank needs it or not. A Filtron- tank lip seal and cleverly-though overflow plumbing allow excess fu escape with minimum mess and ha

The can is light, easy to handle comes with a steel wire stand to hr handy in the pits. Plastic cap plugs security chains cover filler and air The cable-operated, O-ring sealed va worked with a finger trigger on o the handles. Just set the can on t the open filler neck, pull the tri wait five seconds and lift it away.

One thing we could have especially while trying to gauge consumption with an untried mac would have been a "sight glass" a side with level marks, so we'd how much we had in the can, and also tell when it was empty. Lifti away prematurely can be messy, when seconds count, the temptati lift it away is strong. A sight glass w save the guesswork, and lop abc second off the actual pitstop.

Since Don makes the can to o for about $75 apiece, and there's a three week's production lead time, got lots of opportunity to decide you want, and ask for it. Avai through: D.B. Engineering, 1 Amigo Dr., Northridge, CA 91324.

ampbell, Bob Lenk & Jody Weisel

Products tried . . . in the garage

The Breezer tire tool

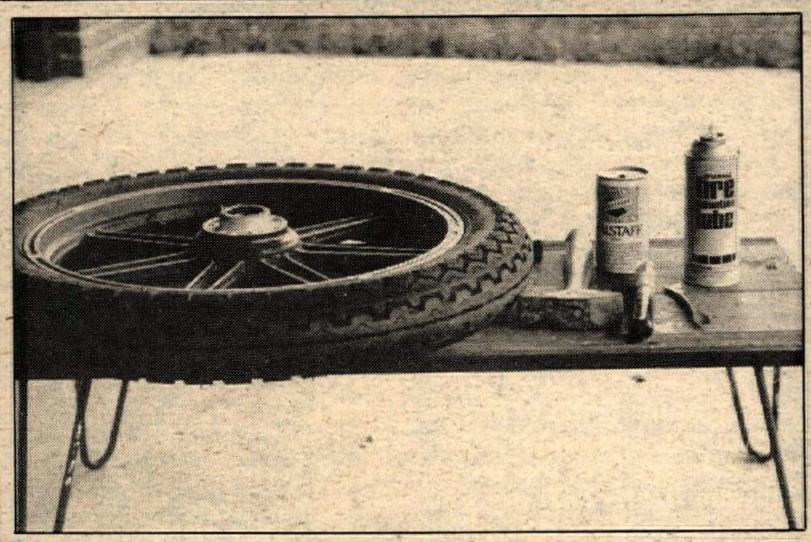
When tire changing time rolls around, do you end up with busted knuckles, pinched fingers and a splitting headache (not to mention a couple of pinched tubes)? Hold the mercurochrome! There's a tool that's been around for some time now called the Breezer. You may have read product evaluations on this little gem that certainly didn't do it justice. Possibly the evaluators didn't know how to properly use the tool.

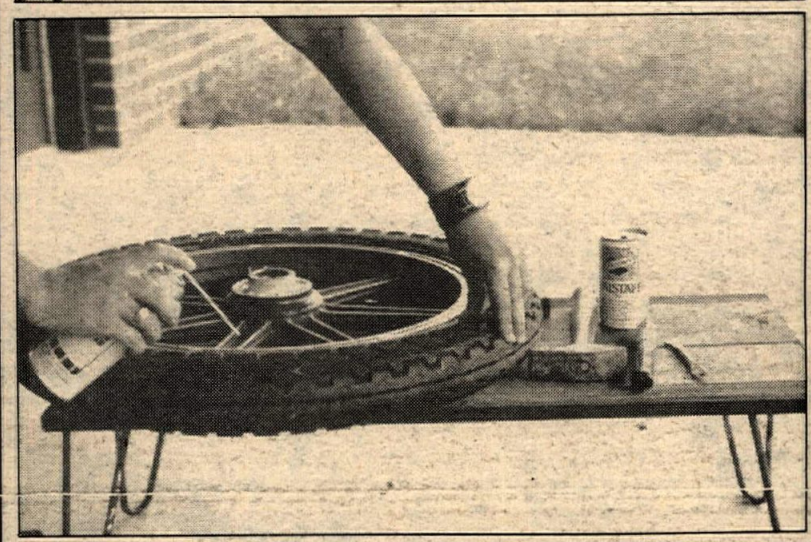
Bob Lenk had a Breezer tire tool, but had never used it because he didn't know how it worked. Recently he watched a friend use the tool with the expertise and speed of an ISDT veteran, popping the tire off the rim and putting a new tire back on with ease. About a week later, he had to change a tire mounted to a cast alloy Lester wheel and decided to use his Breezer. Here's how he did it.

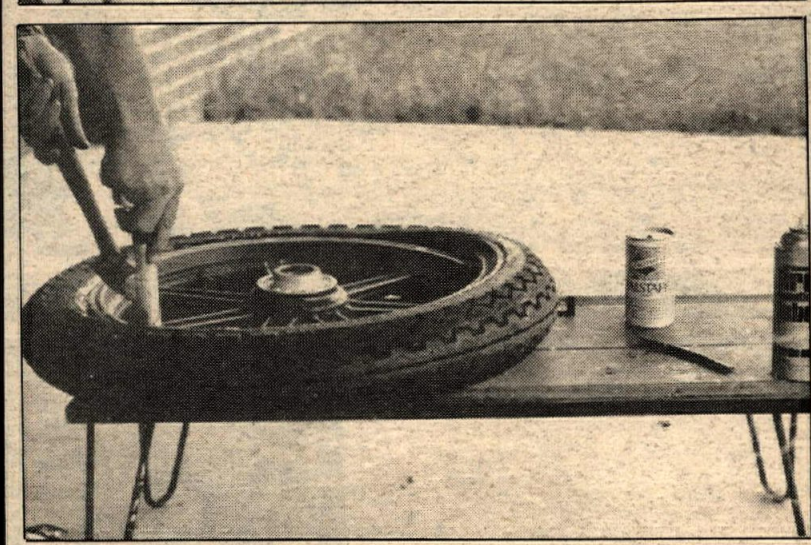
The tools: One Breezer, one tire iron, one can of Yamaha tire mounting lube, one hammer or rubber mallet and a 12 ounce can of Falstaff beer. He placed the wheel on a stand and sprayed the tire bead with a generous dose of mounting lube. He popped the bead over the edge of the rim with the tire iron and then inserted the Breezer between the bead and rim. Holding the Breezer with one hand, in a perpendicular position to the rim, he hit the base of the Breezer with the mallet in a clockwise manner, guiding the tool around the rim. Low and behold the tire was coming off. Presto, one side of the bead was off the rim. He jerked the tube out and repeated the process to completely remove the tire.

Remounting the new tire proved just as easy, but there's an important secret. Use lots of tire mounting lube. He popped one side of the bead over the rim and inserted the tube. Using the tire iron, he pressed about four inches of the bead under the rim lip. He then inserted the Breezer between the bead and rim lip, with the cut-out on the Breezer fitting over the lip of the rim, grabbed the hammer and knocked the Breezer around the edge of the rim forcing the tire bead under the lip of the rim. The tire popped right on. No fuss, no bother and no headache.

Since that first experience with the Breezer he's mounted four tires with no problems. The rubber handle cover split but he simple taped it up and the tool still works fine. You could even replace the handle with a handlebar grip if you want. The Breezer's a really handy little tool to have around, but it does cut down on your beer drinking. It only takes one beer per tire instead of the standard three.

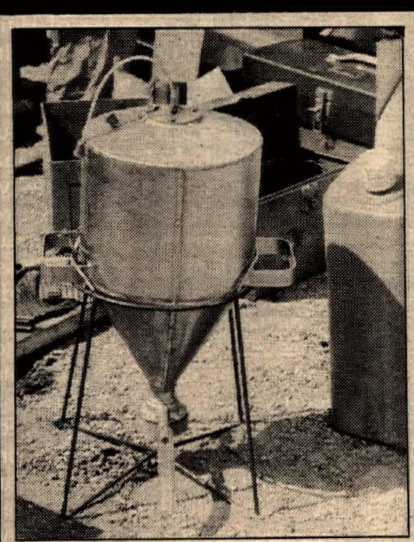






. . in the pits

p Can



Crossman gloves

Unfortunately, you can't get these robust Italian-made gloves any more, at least not from Bob, who has ceased importing them in quantity. Which is really too bad, because they're right fine gloves. They have been raced in, crashed in, worn from Barstow to Vegas, worn in enduros, worn thousands of road miles, tossed in vans, stepped on, slept on, and they're still not worn out. In fact, after a couple years abuse and no care, the left thumb's foam innerliner sticks out due to frayed threads, and the decorative red strip on one palm is scuffed after sliding down the road during an unpleasant incident.

They are comfortable as an old sock, soft inside with what feels like red velvet (but isn't, of course), and foam-insulated against both cold and handlebar buzz. Giant pull rings help slightly clumsy fingers work the gauntlet zippers. When zipped, they're good for 60 mph cruising in 28-degree weather, for however long the circulation in your fingers holds out. Could be an hour, could be all day, depending on your physiology/metabolism, whatever.

Whatever price you pay in lost "feel" due to the innerliner is hardly worth mentioning when compared to other heavy-duty gloves. What you may lose in fine control, you tend to regain in terms of ability to move your fingers at all, after hours of cold-soak. The only real drawback is — where to get another pair if and when these ever do wear out?

Products tried . . . motocross competition

When gas forks first burst onto the market about a year and one-half ago everyone thought it was a fad. After a number of abortive attempts most of the local shoes let the air out and put the coiled steel back in. Suddenly this year, after the kids have given up with air pressurized forks the big guns jumped into the fray.

Teams Kawasaki, Suzuki, Honda and Yamaha have found success and happiness on a cushion of air. Bob Ottow achieved his first fork fame by building extender kits for Maico's and Honda CR125's. They were extremely popular and they worked. Now he has taken his fork finesse and applied it to gas forks. Utilizing the accumulator/piston system from the 1975 works Yamaha's Ottow Werks has refined and redesigned the apparatus to fit all models and sizes of bikes.

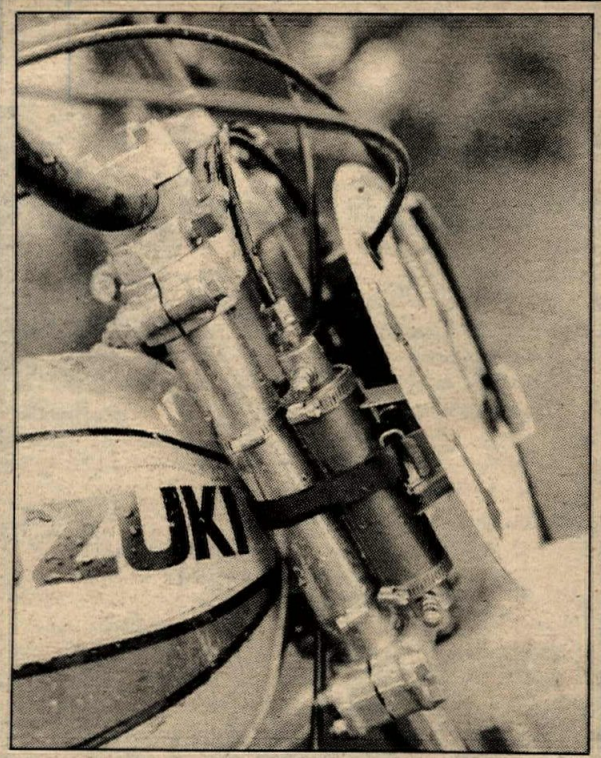
The Yamaha accumulators have come under fire from many critical riders for a tendency to respond too slowly on rebound. Ottow Werks accumulators don't have this feel at all because they have used a much smaller diameter cylinder with less volume, smaller piston diameter and decreased surface drag.

We installed a set of Ottow Werks dual rate accumulators to our ever faithful RM250 and headed for Mammoth Mountain. The accumulators come in three sizes; short, medium and long. The RM250 accepted the medium length cylinders with 50 lbs. of pressure in the high pressure side and 32 lbs. in the low pressure side. The accumulator cylinders were neatly clamped to the fork legs behind the number plate. Amazingly the fork legs actually receive less shock waves than any other component on the bike and special clamps mount the cylinders easily. 20 weight oil was poured into the disassembled fork leg until it was one and one-half inches from the top of the legs when collapsed. The only internal modification to the Suzuki was to drill a .030 hole three-eighth of an inch below the existing damping hole.

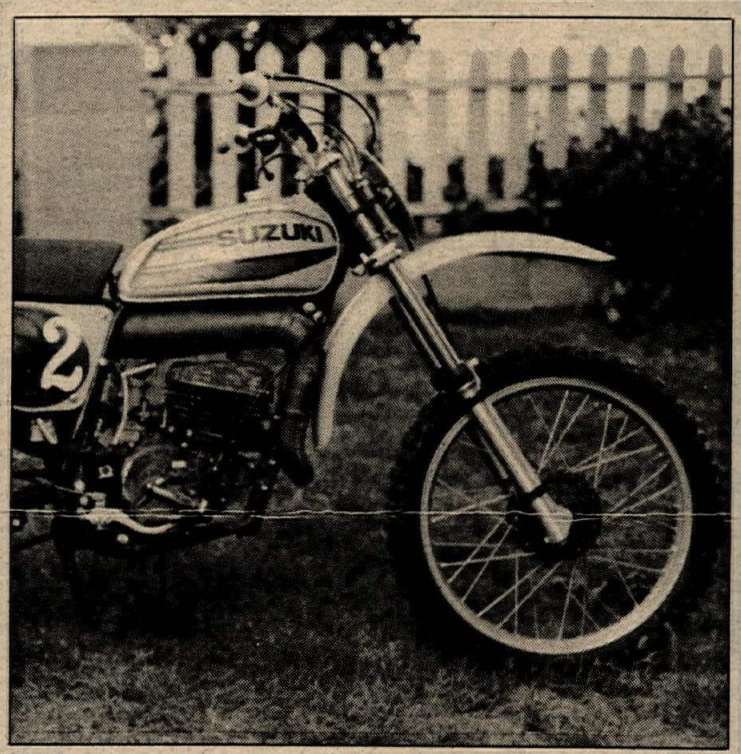
Mammoth Motocross was a rough long track with every manner of bouncing, bucking obstacle from high speed jumps to 30 degree inclines. The Ottow forks were the best after market kitted forks we've ever tried on the RM. The travel was in excess on nine inches and it was plush all the way. The forks travelled every available millimeter, but the rider never felt or heard a bottoming thud. The improvement in travel and feel is impressive.

The modification costs $49.95 for the dual-rate gas accumulators and an additional $15.95 for the fork caps. Quality components are used throughout, from the high pressure tubing to the anodized cylinders.

Ottow Werks also offers the finest air tank on the market and the easiest to use. The tank has a regulator that allows the rider to pre-set the air pressure he wants and no more. It is a lot better than trying to pump the forks up and down about 50 times at your local gas station in an attempt to get it right. Available from: Ottow Werks, 15156 Downey Ave., Paramount, CA 90723. (213) 531-8801.



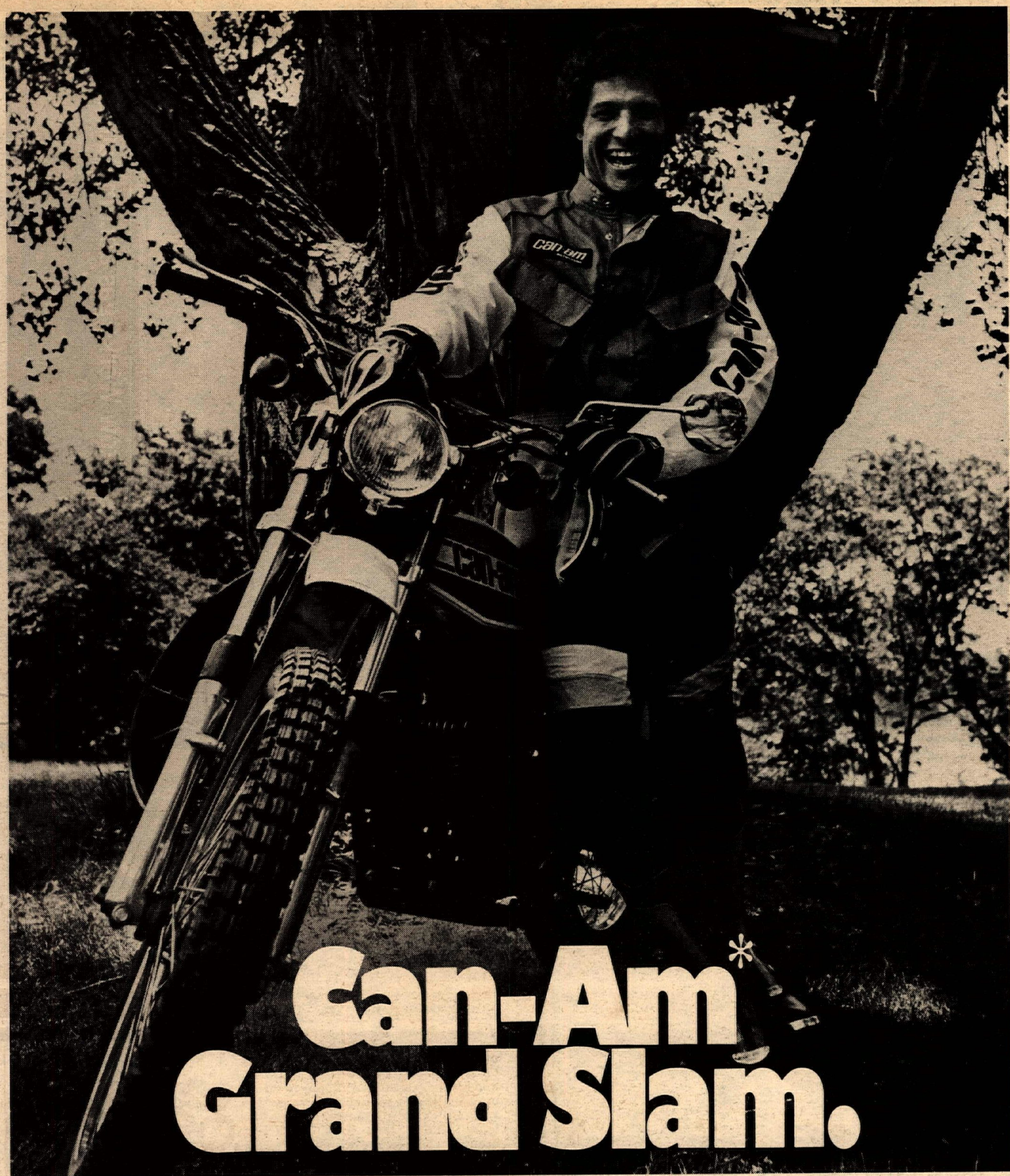
Ottow Werks gas accumulators



Refrigerator & stickies

Every motocross rider who has been around longer than three or four days has a sticker collection. A good stickie collection is accumulated over the years through riding a lot of events, visiting a lot of shops, and hustling as much as possible. When friends came over I used to take them around to the dark recesses of my closets and drawers to show them the nifty decal I garnered that weekend.

It got to be a real bummer to have to drag out all the old shoe boxes to show off my favorites. As luck would have it I moved not too long ago and rather than carry the refrigerator down the second story steps we just threw it. The refrigerator looked a lot worse for the wear and needed some sprucing up. Following the Super Hunky's lead I whipped out only the cream of my sticker crop and started to decorate the old Hotpoint. This is the best stickie display area known to man.



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NORTHERN DATELINE

At Washougal, some birds fly in flocks (Bryon Bates, Ron Sun, Nich Rhine) — and some fly alone (Mike Kinnear — inset).

Racing through Mt. View's dappled shade, 125 Juniors Allen Smith (21)

PHOTOS BY JAN NEWMAN

Record setting at Washougal

By Jan Newman

WASHOUGAL, WASH., JUNE 13

It was a super day. The track was smooth and fast — fast enough for the old lap record to be broken and rebroken by several riders before the day was over.

Kevin Jansen (Hon) was the first to set a new fast time in the 125 Pro first moto. Mike Kinnear (Hus) led the pack until Ron Sun (Yam) worked up from a mid pack scratch. His lead looked secure until his clutch went bye bye and Les Womack (Yam) took over. Kevin had a lousy scratch then went down and dropped clear to the wrong end of the pack. Undaunted, he hustled, and actually took over the lead near the end of the moto. Moto two belonged to Ron Dimeo (Yam) beginning to end. Les Womack was holding third until his bike quit. His last stroke of fortune for the weekend was the new son presented to him by his wife Saturday evening. His bikes failed him in all three Pro classes today.

Mark Gregson (Kaw) and Barney Newman (Hus) diced it out in the first 250 Pro race. Moto two Newman led all the way while Gregson fought his way up from the middle of the pack to second.

Gregson was back in the Open Pros to take a first moto win after a tremendous battle with Matt James (Mai). The first turn of moto two found both Matt and Mark going too deep into the berm and Newman coming out in front. Mark's second place went down the tube when his bike broke. Matt set the fastest time of the season in taking the lead from

held the record briefly in their 250 battle.

Mark Smalley (Hon) almost jeopardized his overall win in the first 125 Junior division. With one win in the record book he led again most of the second moto. In the late laps Bob Cicerchi (Yam) ended a drive from dead last by taking the lead. When the one lap flag came out Mark thought it was all over and slowed to pull off the track. Several riders raced by before he was aware of the mistake. ●

Father's Day at Mt. View

By Jan Newman

SANDY, ORE., JUNE 20

Danny Maggs (Suz) holeshot both motos in the 125 Juniors but yielded in both to Mike Rankin (Suz) who took both wins. Maggs was second overall with a two-three record. Scott Greene (Hon) was second in the final race but was out of the brass because of a disappointing 10th in the first moto.

Frank Botts (Hon) led wire to wire in the first 250 Junior moto. Kurt Spack (Suz) led round two until the last two laps when Botts took over. Jim DeRosa (Hon) exchanged 2-3 finishes with Kurt to round out the top three.

Mike Allen's second outing after a year's lay off with a knee injury showed a lot more promise than his first. He showed definite signs of becoming acquainted with his new Suzuki. He only made two mistakes, one very costly. In the first moto he missed the line and landed in a water hole on the scratch. Due to some flag confusion the race was restarted. This time he stayed high and dry. Mark Kraft (Suz) led. Allen moved up to take over, mud and

the checkered he crashed. Kraft and Jim Newman (Mai) both went by before he got motivating. His second moto second was not good enough to top Newman and Kraft.

Jerry Pillar (Yam) proved that size doesn't count in the Pros. All Pros were scored together and he came out second on a 125. Barney Newman (Hus) was first. Clay Azar finished second in the first race, also on a 125 Yam. The second moto found a battle between Rick Wylder (Yam) and Azar for second. Azar barely got by Rick when Rick's bike seized – then about two turns later Clay's also seized. Jerry took over second, then, and just hung in there. ●

TT thrives in Utah

By Dorde Woodruff

OGDEN, UTAH, JUNE 20

Just before the first dirt track event of the season on Memorial Day, the Ogden Cycle Association converted their new (since '73) flat track to a TT course. The jump, not adequately tested before the race because of rain, turned out to be MX style. Those who merely change wheels on their MX bikes were not displeased. Others reworked shocks and springs. In the meantime, the club cut down the height of the jump.

The OCA's dirt track is surely unique, nestled under high steel transmission towers and next to a substation, with the steep face of the Wasatch Mountains as a background. Leased from Utah Power, the present track is naturally flat, low-lying alkali desert, the next thing to a salt flat.

The club sprinkles and drags the track for four nights before each event, ending with an excellent surface. The water truck was made from an old asphalt tank, and the drag is the fourth improved design. The former track, just to the south, was higher, hummocky, and had to be oiled, which the new one does not. Club members don't know why the new track works well, whether it's the high water table, the alkali, or the particle size of the soil – it just does.

Motocrossers and desert racers used to have to race dirt track to get points for their numbers in District 26. This year points for the different kinds of events are kept separate, so MX racers try track because they want to. Most of the riders have track bikes. A few who don't ride anyway, some doing quite well.

Versatile John Dialogue in his green and white Desert Fox jersey came in second in the Open Amateur class on a Suzuki RM 370, the bike on which he placed the same in the Cherry Creek desert race in May. It was the first time John tried track racing. He found a used 21" Class C tire for his front wheel the day before the race, after not being able to find a 19" wheel to fit his hub.

Jerry Hill, D-26 vice prez, did well with his borrowed RM, placing second in the fiercely competitive Open Expert class. Dave Roberts (Bul), who won the 200 Expert class at Cherry Creek, placed second today in that class.

The only girl rider was Stephanie Christensen, trying again in the 100 Novice class after a badly broken leg last year, when someone centerpunched her during practice.

Accidents during the race were few and everyone walked away. Two riders in the Open Experts found the same slick spot, sequentially. Heats proceeded promptly, with a few minutes between for care of the track.

Eight more events are scheduled through September, two more OCA TTs, and flat track alternating with TT on the new track at Vernal in northeast Utah. The Iron Ponies at Hill Air Force Base south of Ogden have a problem with base rules, so their two events may not be held, or may be held elsewhere.

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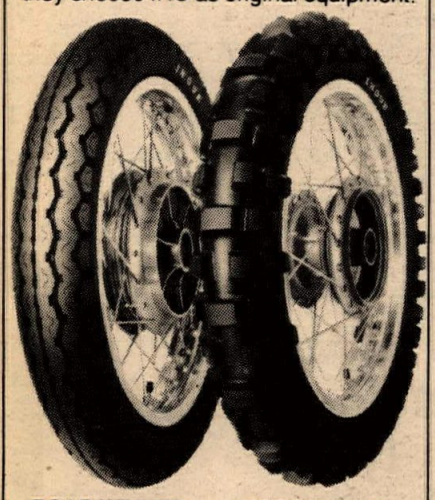

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NORTHERN DATELINE

STEVE CASTILLO

Phil Crane topped the 250s at Fremont.

CMC Night MX

By Steve Castillo

FREMONT, CAL., JUNE 24

Once again Norcal motocross hosted another night of successful motocross under the lights at Fremont Raceway. Just as in the past the turnout was overwhelming as was the racing.

Phil Crane (Suz) dominated both motos of the 250 Pros. Crane pulled the start in moto one and shot off like a man possessed. Following in second was Brian Jodry, last week's winner also on a Suzuki. Pushing Jodry was Ron Self (Moto-Villa). Crane kept his lead strong to the end and Jodry was able to hold off the charges of Self to get second.

The riders were a little excited for the start of the second moto as there was a crash at the first turn involving several of them. Phil Crane got through the mess unscathed because he was at the front of it. Kent Classen (KTM) was up in second with Bill Johnson (YZM) not far behind. Brian Jodry got tangled up and was back in fourth, trying to gain some forward momentum. Jodry's efforts were in vain, the racing was too fast, the race too quick and things finished with Crane the winner, Brian Jodry second money, and Bob Terwilliger on a Kawasaki taking third overall with his 4-5 score.

Mike Preston (Suz) blasted off with the start in the first round of the 125 Pros. Neal Snarr, the young Yamaha rider from the South Bay area, had to work past several riders to get into second. Snarr applied constant pressure and tried to catch Preston. Towards the end it looked like he might be able to do it but Preston won with a few seconds. Don Gerry riding a Suzuki finished third.

Moto two was almost an instant replay of the first but this time Snarr's charge at Preston did not materialize as it did in the first moto. Dan Gerry took third overall with his two thirds. ●

Voss pounds at S.I.R.

By Sue Sykes

KENT, WASH., JUNE 25

125 Pro Lee Voss (DG Honda) pounded out wins in both motos. Voss took a back seat behind WFO Flyer Pat Jacobson from the fall of the gate but eased on by as Jacobson rode it out when an axle split after a jump.

The fight was between Flyin' Ed Davis and Roland "Red" Miller for second as Davis slid around the last turn and held off Miller at the flag in moto one.

After a restart in moto two they were at it again – with Voss up front – Jacobson (Hon) back in, thanks to a quick fix-it crew, and Gary Racca (Hon) pressin' all the way. Miller and Davis (Hon) followed in next and scored up enough for second and third overall.

Win or lose this crazy bunch heads on down to Auburn Herfy's for some groceries – and just had to follow this time – someone kept making some political promise – "Weidman will appropriate funds for this Bill." Idle gossip – even though Weidman ran away with his win in 250 Pro action ahead of some Northwest Tops he waited to show after everyone else was halfway finished! Not only can he ride – he's not dumb. ●

Results in Results Section.

Canadian National Sidecar Championship

By Wayne Henderson

WESTWOOD, B.C., JUNE 13

Lending further evidence to the rumor that sidecars are coming of age, five California teams from the AFM traveled north this weekend to participate in the first round of the Canadian National Championship. The trip, reciprocating the participation of the Canadian outfits in the U.S. Championship held at Laguna Seca, seemed well worth the effort.

Practice Saturday was very low key, with the various teams sorting out jetting and gearing on the picturesque but tight 1.8 mile track. It was also wet and some of the teams spent more time than usual slipping and sliding. The general consensus held that the final results would have been drastically different if this weather had continued.

However, Sunday dawned cloudy and threatening but remained dry. As the flag fell for the first of two ten lap heats the spectators witnessed a truly classic start. Storming toward the first turn literally only inches separated the entire field. First into the steeply banked right hander was the Auer/Garnet team, followed by last year's runners-up Coleman/Andrews (a U.S. team sponsored by Continental Cycle of Vedder Crossing, B.C.), close behind came the current champs Wildman/Lloyd, then Hudson/MacKenzie, Marcs/Foresman, and Lougee/Gipe.

As they crossed start/finish for the third lap Coleman/Andrews had a small but comfortable lead over Lougee/Gipe, who would not have even made the race without the quick repair work of mechanic Randy Hough. But the real race was the very close four-way dice for third. This was soon to become three-way, however, when Marcs' front tire blew under heavy braking going into the second corner. At 90 mph the sidecar made a sharp left turn, flipped twice and landed on the infield. Both men were taken to the hospital but returned not too much the worse for wear. Finishing order for the first heat was Coleman, Lougee, Auer, Wildman, Hudson.

The second heat was much the same. Coleman/Andrews, clearly the smoothest and most consistent of the teams, ran away and hid after the third lap. Lougee/Gipe, from Menlo Honda of Redwood City, held second by ten seconds. But once again the race for third kept the crowd alive. On the last lap Auer/Garnet's clutch finally went away and gave Wildman/Lloyd third overall.

Altogether the day was a fine example of teamwork at its most demanding. ●

Pioneer Short Track

By Ann Carr

OAKDALE, CAL., JUNE 19

District 35 racers showed in force at Pioneer's third short track of the Saturday night series, and fared very well in the lightweight classes. Mini Expert Don Howard out of Clovis, in the 100 event, took his second win tonight. Don also finished second in the 80 Main where crashes eliminated Mike Bird who led the race for several laps, dropped to second, then crashed in the spectator turn. Stockton's Tracy Hays, the hottest rider in this class, went on to the win with Howard second and Modesto's Mike Wilson third.

The Snell brothers from Merced also

took over this evening. Young Dean captured the 80 junior main for the first time while older brother Duane and Mitch Davidson put on a fantastic battle for the 125 Expert money. Mitch led the main for nine laps after finishing last in the heat (he said he tried too hard after getting passed) but Snell put on a good drive on the checkered lap, made a clean pass, and took the top money.

The big bike Expert classes were won by District 36 plate men. Alex Jorgensen, aboard a factory Can Am being sorted out for next season's short track pro circuit, followed brother Kim in the heat before moving ahead; then in the Main Alex jumped out front and ran away from the rest. The bike seemed especially well set up for this cushion surface.

Fenn Pervier of Mill Valley showed the boys around in the 360 Main. Kiser Brothers Honda boys Carl Yerby and Steve Ferroni battled for second with Yerby outlasting and Dennis Huff moving in for the third. Yerby and Huff swapped positions in the 250 Main behind Jorgy to take a good portion of the Semi Pro purse. ●

Old Timers World Champ races

By Charles Iken

MAMMOTH MTN., CAL., JUNE 19-20

The Southern California (L.A.) area Old Timers Club hosted the world for the 1976 edition of the Old Timers World Championship Motocross. Teams participating were Canada, Washington, Oregon, Southern California and Northern California.

In attendance and riding for Oregon was the first No. One World Champion from Portland, Oregon and still burning it, Ron Brown. Since that day in 1974 Ron has crashed and injured himself so much that he has slowed slightly and rode a class lower (Expert) to take a good third place trophy home.

Washington returned home with all the team racing apples. Pun intended. If there was a team with more enthusiasm than a high school cheer leader's team, it was Washington.

In the Amateur class the top 10 places were infested with the green shirts taking all but two or three of the top 10 places. It was certainly "Hail to Washington," this day. It should be noted that Oregon and Canada were too far outnumbered to win, though Canada's riders all scored well.

Sunday, the carefree mood carried on from the previous day but somewhat little more contained as the race changed from team to individual points. The first race was the Old Timer's Masters class. As one OTHG put it, "Those guys are old timers!?" Just watching fast guys like John Maroney (Mai), Zoli Bereny (CZ), Edmonton, Canada, John Rice (KTM), Long Beach, California, and Dick Poulin of the fast Washington team, would make a lot of young Intermediates and some Pros think twice before challenging them.

The biggest class of the day was the Old Timer's Novice. 46 riders lined up on the start with 10 riders drawing second row starts. I thought riding a scratch with 18 to 25 starting the scratch was hairy, but Lord, 46 Novices? ●

C.E.R.A. family enduro

By Mike Kinsella

GEORGETOWN, CAL., JUNE 19

Women and children first was the word this last Saturday at the California Enduro Riders Associa-

About 209 riders braved the thick dust to ride the 50 mile course which although made up mostly of fire road did include a few miles of fairly tricky trails and uphills.

District 36 enduro riders took the wives along this time so that the next time the old man came home, stretched out on the couch and demanded a back rub she would know why.

Everyone had lots of fun, especially the real young kids who rode with dad. In spite of the dust and the bumps these kids were smiling and enthusiastic at every checkpoint and ready for more at the finish line. The women who rode their own bikes were pleased at the chance to ride instead of sitting around the camp all day and they did well, all of them collecting a finisher's pin and much satisfaction from the ride. The hard core enduro riders of the day were the little ones on their Honda 50s . . . determined looks on their faces, eyes sharp for the arrows and noses pointed straight down the trail, they boogied on like miniature I.S.D.T. types.

C.E.R.A. did a good job on this one. There were friendly people and ice cold water at the checks. The course and the speed averages were pretty challenging. The club provided an emergency gas point and plenty of people throughout the course to help out in case of trouble. They got a variance from the county for the use of hard topped road . . . in fact C.E.R.A. has received much cooperation from the local people, from the rangers (a ranger-rider laid out the course) and from the C.H.P. C.E.R.A. is one of the more responsible and progressive clubs in Northern California and the members work hard to please the non riding public as well as the riders.

There was only one mishap. After the enduro, Tim Day was returning to his van on his bike when he was hit by a van with bike trailer attached. The van didn't stop. It was a beige van and one of the bikes on the trailer was a Can-Am. Tim is in the hospital with a separated shoulder and internal injuries.

O.T.H.G.A. supports Old Timers

By Lucious LeRoy

MAMMOTH, CAL., JUNE 19-20

Fifty-seven members of the Over The Hill Gang journeyed north to Mammoth Lakes for two days of very competitive racing. A total of six 15 minute motos (3 on Sat. – 3 on Sun.) were required to gain an overall finishing position. Most members made it a week's vacation in the beautiful Mammoth setting. The entire meet was climaxed by a banquet and trophy presentation at the Mammoth Ski Lodge, attended by 400-plus, hosted by the Old Timers and Mr. Dave McCoy of Mammoth Mountain. The trophies were fantastic!

The Expert class was led by Lanky Larry with his protege Janitor Jerry, waiting for the day he can sweep up his teacher, coming in for second. A very Repulsive Ray, from the north, made the Janitor's job harder with a close third.

Muff Max, from the north, closed his teammate – Ridiculous Rex, for a first and second in the Amateur class. Bob had enough B.O. from living out for a week in the campground to hang onto third

The Beginners were shown the way to the finish line by a Hangover Hambone from the south. A northern ringer named Knievel, not Evel but Ken, wrapped up second with a flush (Toilet Tom) from the south hanging on to third.

The Over The Hill Gang will spend the next year romancing their Senior counterparts, The Old Timers, hoping they will again allow us to ride support

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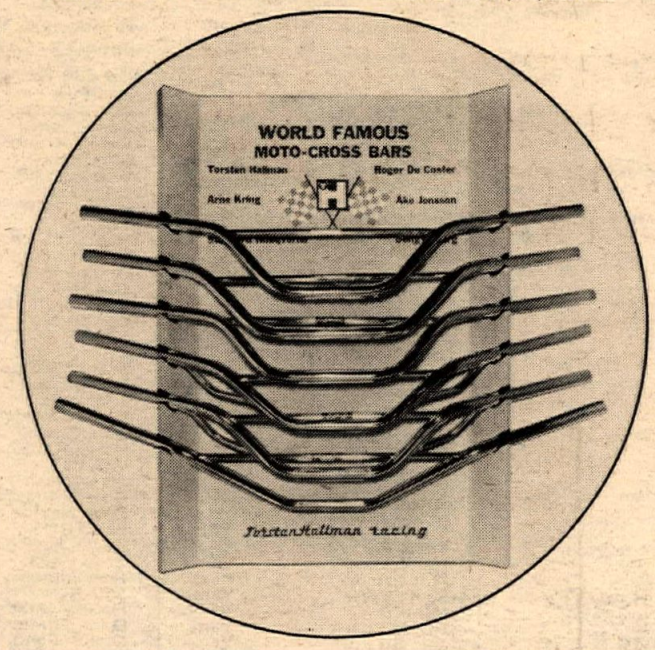

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RESULTS

MSI Mt. View MX
Sandy, Oregon
June 20, 1976
By Jan Newman

MINI
David Cooper Yam
Jim Raynor —
100 JR
Mike McCormick Yam
Tracy Stapleton Yam
125 JR
Mike Rankin Suz
Danny Maggs Suz
Mike Chaney Hon
250 JR
Frank Botts Hon
Kurt Spack Suz
Jim DeRosa Hon
OPEN JR
Jim Newman Mai
Mark Kraft Suz
Mike Allen Suz
125 INT
Mike McCormick Yam
Tim Johnson —
Dale Maulding Yam
250 INT
Mike Phillips —
Mike Geddes Suz
Tom Granberg CZ
TURKEY
Darryl Chambers Hon
Thomas Bryan Suz
Tim Johnston Hus
OPEN PRO
Barney Newman Hus
Jerry Pillar Yam
Tracy Lantz Hus

OCA
Hotsprings Rcwy. TT
Ogden, UT
June 20, 1976
By Dorde Woodruff

MINI 65 B
Michael Valdez Hon
Russ Porter Hon
Robert Porter Hon
MINI 80 B 7-11
Sean Stam Yam
Rodney Reynolds Yam
Paul wayment Yam
MINI 80 B 12-15
Steve Clark Yam
Bryce Eddy Yam
Robert Archibald Suz
MINI 80 A
Brad Frampton Yam
Tracy Hill Yam
Bob Thomas Yam
100 NOV
Randy Spain Yam
Monte Morris Kaw
Mike Palmer Suz
125 NOV
Steve Taggert —
Carl Thurgood Yam
Justin Walker Suz
125 AM
Jim Musselman Hon
Brent Thurgood Hon
Mark Steffen Yam
125 EX
Jim East Hon
Craig Snow Bul
Bill Cook Hod
200 EX
Kim Best Bul
Dave Roberts Bul
Charlie LaFleur Yam
250 NOV
Terrell Linson Mai
Richard Batty Yam
Paul Dawson Yam
250 AM
Kent Thurgood Yam
Kevin Murphy Hon
Pete Watson Hon
250 EX
Bob Best Yam
Scott Jones —
Vern Sorensen Yam
OPEN NOV
Louis Mele Kaw
Dave Boydston Hus
Steve Halverson Bul
OPEN AM
Dan Bond Kaw
John Dialogue Suz
George Henry —
OPEN EX
Gary Nelson Bul
Jerry Hill Suz
Phill Hart Yam
SMALL BORE SWEEPSTAKES
Jim East Hon
LARGE BORE SWEEPSTAKES
Gary Nelson Yam

BOSS CMC MX
Dixon, CA.
June 20, 1976
By Sallee Hilton

MINI NOV
Jim Rich Hon
Mark Smith Yam
John Crossman Hon
MINI EX
Kevin Cadieux Yam
Greg Bonovich Yam
Shawn Walkingstick Yam
100 NOV
Jim Cunningham Yam
Kenny Sevier Yam
Ron Brown Yam
WOMENS DIV
Hermalene Wick Suz
Jan Wheeler Hon
VET NOV
Merrill Rempfer Kaw
Gary Jacques Suz
Thomas Anseltinis KTM
VET EX
Fred Parson Suz
Vernon Howell Tri
John Dotson Mai
125 NOV DIV I
Perry Donohew Suz
John Pena Hon
Randy Blair Hon
125 NOV DIV II
Mike Shaw Suz
Scott Avist Suz
Ken Small Hon
125 INT
Pat Yoho Yam
Joe Borland Hon
David Leat Hon
125 EX
Mike Hersman Hon
Steve Kusanovich Hus
David Wood Yam
250 NOV
Eric Garretson Suz
Lee Miller Bul
Mark Stirling Suz
250 INT
Jim Inglebright Mai
Joe Elkins Bul
Paul McGrath Suz
250 EX
Ron Self MV
Rick Lewis Bul
Chris Pflaumer Suz
OPEN NOV
Vic Blair Hus
Jim Lambert Suz
Rocky Ferraro Hus
OPEN INT
Kent Higgenbotham Mai
John Bellicitti Yam
Chuck Cochran Hus
OPEN EX
Ted Rogers Hus
Dick Mann Yam
Ron Self MV

CMC Night MX
Kent, Wash.
June 18, 1976
By Sue Sykes

MINI A
Ken New Yam
Phil Larson Yam
Scott Tyler Yam
MINI B
Roger Zoerb Yam
Joel Straub Yam
David Holloway Yam
100 B
Jayme Nickle Yam
Bob Dawson Yam
Perrish Anderson Yam
100 C
Tim Hale Suz
Bill Dahlquist Suz
Shayne Poindexter Hon
125 PRO
Pat Jacobson Hon
Gary Racca Hon
Gary Potts Suz
125 B
Andy Yarrington Hon
Russ Tom Yam
Ken Peterson Hon
125 C
John Wallasch Hon
Tim Birk Hon
Dan Knight Yam
250 PRO
Gary Potts Suz
Mark Kastner Mai
Rick Benek Bul
250 B
Tom Houseman Hus
Bill Markham Bul
Keith Anderson Hon
250 C
Brad Case Suz
Henry Jacobson Hon
Tim Wall Yam
OPEN PRO
Tom Peterson Yam
Lon Lewis Yam
OPEN B
Kevin Peterson Yam
OPEN C
Mike Wood Suz
Steve Ware Yam
Ken Eanes Yam
OLD TIMERS
Carl Leihr Bul
Gary Koch Hus
Dave Clarke Yam
200
Don Hughes Bul
Dick Marshall Bul

CMC MX
Kent, Wash.
June 25, 1976
By Sue Sykes

MINI A
Phil Larson Yam
Lance Shoening Kaw
Robert Manning Hon
MINI B
David Holloway Yam
JOel Straub Yam
Roger Zoerb Yam
100 B
Bill Rowland Hon
Jayme Nickle Yam
David Hashman Hon
100 C
Tim Hale Suz
Tom Studzinski Suz
Ron Simmons Yam
125 PRO
Lee Voss Hon
Roland Miller Hon
Ed Davis Hon
125 B
Kim Lefor Hon
Ken Peterson Hon
Mike Anderson Yam
125 C
Dan Knight Yam
John Wallasch Hon
Mark Anderson Hon
250 PRO
Rick Weidman Hon
Randy Schweizer C-A
Roger Skavlen Bul
250 B
Steve Shattuck Kaw
Bill Markham Bul
Tom Houseman Hus
250 C
Frank Jacobson Suz
Henry Jacobson Hon
Mark Goff Suz
OPEN PRO
Tom Peterson Yam
OPEN B
Todd Jouflas Yam
Kevin Peterson Yam
Mike Hughes Bul

OPEN C
Ken Eanes Yam
Vaughn Munson Bul
Steve Ware Yam
OLD TIMERS
Lance Anderson Yam
Erv Thompson Mai

CMC MX
Washougal, Wash.
June 13, 1976
By Jan Newman

MINI JR
Jeff Bechtold Yam
Dan Blasdell Yam
Randy Thomson Yam
MINI INT
Robby Watilo Yam
Doug Foster Yam
Kevin Wolf Yam
100 JR
Randy Crisman Suz
Richard Godfry Suz
Doug Smith Yam
100 INT
Rowdy Blasdell Yam
Lonnie Musick Suz
125 JR A
Mark Smalley Hon
Pete Griessmann Suz
Glen Rose Hon
125 JR B
Lonnie Musick Suz
Dale Olson Yam
Harry King Suz
125 INT
Jace Graun Hon
Rowdy Blasdell —
Dave Naylor Yam
125 PRO
Kevin Jansen Hon
Troy Folck Hon
Ron Dimeo Yam
250 JR
Harvey Visser Suz
Doug Mundell Yam
Dan Solland Suz
250 INT
Bill Walruff —
Mike Tomasini Yam
Tony Buyas Suz
250 PRO
Barney Newman Hus
Mark Gregson Kaw
Brian Hall Suz
OPEN JR
Wes Sams Yam
Fred Keen Suz
Gordon Gray Suz
OPEN INT
Carl Trosper Yam
Caryl Staples Yam
Reid Goldman Yam
OPEN PRO
Matt James Mai
Barney Newman Hus
Boyd Smith Yam
OLD TIMERS
Bill Naylor Suz
Jim Newman Mai
Dave Galloway Hus

CMC Night MX
Irwindale Raceway
June 25, 1976
By Tom Blattler

MINI JR
Jim Fulghum JBS
Tracy Smith Yam
Jeff Prieur Yam
MINI JR II
Steve Baca Yam
Pete Hollack Yam
Todd Hennings Yam
MINI JR IIII
Mike Brown Yam
Ray Neff Hon
Greg McConnell Yam
MINI EX
Rick Atkins Yam
Rex Smith Yam
Shon Anderson Yam
100 JR FINAL
Ladell Eide Hon
Rich Belanger Yam
Jon Kandel Hon
100 JR II
Jim Hall Yam
Steve Haddon Pen
Mark Jilg Hon
125 JR FINAL
Karl Smith Hon
Chuck Cheek Suz
Scott Kincaid Hon
125 JR II
Case Turner Hon
Rick Huth Yam
Frank Sayeski Yam
125 JR III
Rick Sparling Yam
Mike Margules Hon
Gary Wright Hon
250 JR FINAL
Mark Thompson Suz
Scott Carnahan Yam
Tim Gunnels Hon
250 JR II
Joe Crabtree Yam
Tim Huver CZ
Bob Piscitelli Mai
250 INT
Dean Jocic Mai
Keith Ehlers Suz
Chito Martinez Yam
500 JR FINAL
Frank Leal Suz
Dan McCord Yam
Jeff Tauzin CZ
500 INT
Bob Brammer Mai
Corey Rudolph Yam
Sahwn Underwood Yam
125 PRO
David Taylor Yam
Gary Denton Hon
John Atwood Hon
Dave Pessy Hon
Tim Lunde Hon
250 PRO
Mark Lawrence Suz
Jeff Vidic Mai
Mike Stearns Hus
Vince Van Hook Mai
Val Tamietti Mai
500 PRO
Mike Bell Hon
Luke Messer Mai
Joe Johnston Suz
Trent McGee Mai

AMC MX OCIR
June 25, 1976
By Rex Reese

MINI BEG
Steve Adamson Yam
Curtis Bingham Yam
100 BEG
Larry Hernandez Hon
100 EX
Randy Skinner Hon
Gary Stophez Hon
John Gless Hon
125 BEG
Tom Hernandez Hon
David Sitton Yam
John Dunn Yam
125 JR
Lance Hartley Yam
John Ruby Hon
Darrell Tenny Hon
125 INT
Wayne Wells Hon
Tony Gomez MM
John Fallon Yam
125 EX
David Williams MM
Marty Miller MM
250 BEG
Bruce Winter Bul
250 JR
C. Hanway Bul
Rick Mueller Yam
Don Huddleston Hon
250 INT
Kenny Meeks Suz
Mark Van Camp Mai
Jim Carlson Mai
250 PRO
Morris Malone Hus
Aaron Bassett Mai
Jim Cross Suz
OPEN INT
Mike Lillevig Bul
Clinton Bartee Mai
OPEN EX
Cal Weber Mai

Perris TT & ST
Perris, CA.
June 19, 1976
By Carolyn Graves

SHORT TRACK
Danny Perkins Hon
Charles Carroll Yam
Steve Karsten Yam
250 NOV
Roy Stafford Kaw
John Vorsworthy Oss
J. Wark McKee Kaw
OPEN NOV
Steve Reese Yam
Steve Robb Yam
Dan Reese Bul
OPEN AM/EX
Wayne Rainey Kaw
Mike Myers Yam
Steve Nichols Yam
TT
100 NOV
Mike Sharp Yam
Mike Redding Yam
James Reiman Hon
125 cc
Steve Karsten Yam
Joe Pena Yam
Sid Pena Yam
250 NOV
John Vorsworhty Oss
Bob Calloway Kaw
Rob Selvy Yam
125/250 AM/EX
Steve Robb Yam
Dennis Pinheino Suz
Steve Rose Yam
OPEN AM/EX
Wayne Rainey Kaw
Mike Myers Yam
Richard Marquis Hon

Calif. Racing Club
DeAnza Cycle Park
June 27, 1976
By Mary Majerle

MINI BEG
Rick Jackson Hon
John Davis Hon
Ricky Francasse Hon
MINI NOV
Tony Barbacovi Yam
Chuck Greeson Hon
100 BEG
Doug Marginson Yam
Alex Long Yam
Donald Leath Hon
250 EX
Jim Lowe Suz
Tim Welker RM
Eddie Gonzales Suz
125 EX
Rob Zamora Hon
Gary Scheidler Yam
Rodney Brand Hon
OPEN EX
Bill Wall Suz
Ted Scruggs Mai
Corey Bogane Mai
VETS JR
Ed Scheidler Yam
Bill Zepeda Yam
Ed Michetti Hus
VETS SR
Steve Loftin Suz
L.G. Hearn Suz
John Wilson, Sr. Yam
250 INT
Tom Karos CZ
Steve Marks Suz
Darryl Lumbahis Bul
OPEN NOV
H.H. Donson CZ
Mike Delehant Mai
Butch Lambattis Bul
250 NOV
Herb Carbaugh Yam
Wesley Bachman CZ
Ron Glenn Yam
OPEN INT
David Aleman Suz
250 BEG
Mike Meskoff Yam
Danny Torres Suz
Jim Pepper Bul
OPEN BEG
Mark Ellis Bul
Charles Brown Yam
Chuck Walthers Hus
125 INT
Mike Dickherber Suz
Bill Bryant Hon
John Wilson, Jr. Hon
125 NOV
Butch Roberts Yam
Noel Leos Hon
Gary Leath Yam
125 BEG
Mark Broadhead Suz
Rick Clark Yam
Steve Close Suz

Saddleback MX
Orange, CA.
June 26, 1976

125 EX
Billy Glore Hon
Robert Evans Hon
Ron Blanton Yam
250 EX
Bob Elliott Suz
Jeff Vidic Mai
Chris Burgeson Suz
OPEN EX
Gaylon Moiser Mai
Gary Semics Kaw
Chuck Lampe Mai
125 INT
Bret Catcott Hon
Dan McLeod MM
Jim Gibson Hon
125 JR
Jack Halopoff MM
Art Shoji Suz
Steve Johnstone Yam
125 BEG
Alex Downs Hon
Lonnie Willeford Hon
Steve Pfaff Hon
250 INT
Jeff Lysdale Suz
John Hildreth Yam
Don Mayreis Mai
250 JR
Tom Daversa Mai
Gary Gonzales Mai
Marc Hallibarton KTM
250 BEG
John Criswell Suz
Brad Brown Mai
Maurice Marascic Mai
OPEN INT
Chris White Mai
Steve Grevel Mai
Jeff Peterson Mai
OPEN JR
Terry Whytal Bul
Don L. Allier Yam
Al Satteria Yam
OPEN BEG
Bill Traver CZ
OPEN SR
Greg Smith Mai
MINI BEG
Greg McConnel Yam
Doug Van Wilgin Hon
Ricky Barrett Hon

Texas MX Champ.
Series Event 1
Mosier Valley MX Park
Arlington, TX.
June 20, 1976
By D. H. Nielsen

JR MINIBIKE
Mike Dickey Yam
Darren Burns Yam
Jay Zea Yam
Terry Tinney Yam
SR MINIBIKE
Johnny McGee Hon
Kevin Jones Yam
Kyle Landrum Yam
Jerry Surber Yam
OVER 30
Ed Terrell Yam
Earl Cherry Hon
Jerry Darnell Hus
Craig Carlisle Pen
100 NOV
Joe Schroeder Suz
Alan Spry Yam
Terry Curtis Suz
Keith Jernigan Suz
125 NOV
Chuck Taylor Pen
Jimmy Jones Suz
Stuart Cotton Hon
125 INT
Kevin Hawk Yam
Dennis Bishop Yam
Neill Cooper Suz
Ron Kunz Suz
125 EX
Mel Newman Suz
Morris Baker Hon
Dicky Turnbo Yam
250 NOV
Kevin Wingerson Yam
Joe Clifton Suz
Jeff Rhodes Yam
250 INT
Dennis Bishop Bul
Brian Wilson Pen
Wayne Eskew Hon
250 EX
Wyman Priddy Bul
Gene Durham Pen
Darrell Hollingshead Hus
OPEN INT
Benton Wofford Bul
Jimmy Frye Suz
Phil Oliver Suz
OPEN EX
Wyman Priddy Bul
Ricky Kidd Pen
Randall Tarter Bul
Darrell Hollingshead Hus

TT Scrambles
Elsinore, CA.
June 19, 1976
By Andi Gangewer

MINI BEG A
Jim Livingston Hon
B. Woods —
Russell Brown Hon
MINI BEG B
Jeffrey Corso Yam
Kevin Mason Hon
Britt Swearings Yam
MINI COMB
David Hulbert Yam
Darren Hulbert Yam
Jim Snow Yam
100-125 BEG NOV
Eugene Brown Yam
Tom Strycula Suz
Scott Sharwood Yam
250 BEG
Dave Wenberg Mon
Bob Siesser —
Terry Thistle —
250 NOV
Mike DeBruyn Yam
Steve Finan Kaw
James Summers Yam
OPEN NOV
Earl Parker Yam
Terry Williams Mon
Robby Stark Bul
SPEC NOV
Mike DeBruyn Yam
Eugene Brown Yam
Dwayne Locke Yam
125 AM/EX
Jack Smith Yam
Steve Polson Yam
Mark Ledbetter YZ
250 AM/EX
Joe Steffen Yam
Duane Gallager Yam
Scott Polson Yam
OPEN AM/EX
Don Grigsby Yam
Michael Allen Yam
Ed Steffen Yam
SPEC EX
Don Grigsby Yam
Joe Steffen Yam
David Reinhardt —

SRAC MX
Aztec Rcwy.
Colorado Springs, Colo.
June 20, 1976
By Action Oz

NOV MINI
Jimmy Quackenbush Yam
Matthew Linsey Yam
Brent Kennedy Yam
125 NOV
Joe Tessier Suz
Kent Ficken Yam
Steve Shaver Yam
250 NOV
Neil Ordahl Yam
Glen Mamaw Suz
Chris Erickson Hon
MINI B
skeeter Jacobson Yam
ERic Preuss Yam
125 B
Jim Hornberg Yam
Tim Leaveck Suz
Rod Isham Yam
250 B
Jim Eckert Yam
Chip Byron Yam
OPEN B
Mark Borgman Mai
Chris Guiver Bul
Ray Schultz Kaw
OPEN NOV
Jim Marshall Mai
Jerry Ash Kaw
MINI A
John Chadwick Yam
125 A
David Antony Suz
Dennis Larrett Yam
Mike Surrott Yam
250 A
Gary Glasenapp Bul
Mike Meyer Hus
Cliff Fredericks Yam
OPEN A
Gary Glasennapp Bul
Mike Tarter Mai

Paradise Valley MX
Alvaredo, TX.
June 20, 1976

MINI JR
Chris Minor Hon
Chad Calvert Hon
Tracy Riddle Yam
Dan Olson Hon
MINI SR
Bucky Houston Yam
Brad Doughty Yam
Craig Beene Yam
Willie Keith Yam
POWDER PUFF
Kerri Gropper Suz
Alison Allen Suz
Sue Curry Yam
Carole Baldwin Suz
100 NOV
Pat Varley Suz
Tommy Burden Suz
Mike Underwood Yam
Jay Doughty Yam
125 NOV
Todd Kimbrell Suz
Mitch Hulsay Hon
Don Lackey Yam
250 NOV
David Hanson Mai
Carl Brady Suz
Don Thompson Hon
OVER 30
Jim Calvert Hon
A.L. Doughty Yam
Doug Curry Yam
Jimmy Spring Hon
125 INT
Ronnie Mullins Hon
Donald Bankston Hon
David Barton Yam
250 INT
Charles Wiese Yam
Randy Allen Yam
Charles Bratcher Yam
125 EX
Ronnie Shoecraft Hon
Mike Laruens Suz
Kevin Gee Hon
250 EX
Randy Hulsey Yam
Jeff Adams Hus
Craig Stewart Mai
OPEN INT
Jim Martin Suz
Bruce Conti Yam
Walter Hickey Mai
OPEN EX
Kent Smith Yam
Andrew Cooksey Mai
Mike Jay Hus

Corona ST 7 H–M
June 23, 1976
By Elaine Jones

SHORT TRACK	
MINI DIV I	
Darren Hulbert	Yam
David Hulbert	Yam
Kirk Johnson	Yam
MINI DIV II	
Richard Jones	Kaw
Greg Racey	Hon
Donnie Nichols	Kaw
125 NOV	
Bart Grisham	Yam
Kirk Johnson	Yam
Maris Kilbrun	Yam
125 EX	
Danny Perkins	Hon
Mike Tidwell	Yam
Bob Russell	Yam
250 NOV	
Jeff Wise	Yam
Mike DeBruyn	Yam
David DeTemple	Yam
250 AM/EX	
Mike Tidwell	Yam
Bob Russell	Yam
Dylan Neihart	Yam
OPEN	
Dyland Neihart	Yam
Lou Gimenez	Tri
Stan Kinsey	Yam
MONEY RACE	
Wayne Rainey	Yam
Mike Tidwell	Yam
Don Grigsby	Yam
HALF-MILE	
MINI DIV I	
David Hulbert	Yam
Darren Hulbert	Yam
Kirk Johnson	Yam
MINI DIV II	
Bobby Garabedian	Yam
Jeff Able	Yam
Brian Pierce	Yam
125 NOV	
Bart Grisham	Yam
Kirk Johnson	Yam
Scott Shoup	Yam
250 NOV DIV I	
Mike DeBruyn	Yam
Jeff Wise	Yam
David DeTemple	Yam
250 NOV DIV II	
Bob Kivrizis	Yam
Mark Covert	Bul
Steve Karsten	Mon
250 MA/EX	
Wayne Rainey	Yam
Greg Zehner	Yam
Dylan Neihart	Yam
250cc TWIN	
Eddy SanRoman	Yam
Robert Cain	Yam
Mike Tidwell	Yam
OPEN AM	
Denny Aguirre	Kaw
Dylan Neihart	Yam
Lou Gimenez	Tri
OPEN EX	
Dan McWhorter	Yam
Steve Miller	Yam
Tim McWhorter	Yam
MONEY RACE	
Gordie Kidd	Yam
Dan McWhorter	Yam
Don Grigsby	Yam

MC Raceway Night MX
Oklahoma City, OK
June 19, 1976
By Jack Harwood

MINIBIKE	
Mark Loy	
Tracy Smith	
Tommy Endsly	
POWDER PUFF	
Kim Hill	
Tracy Hornshell	
Cheri Howard	
OVER 30	
Jimmy Redwine	
B.J. Rooker	
100cc	
Bobby Fannon	
Scott Cook	
Clay Hornshell	
Mary Loy	
125 NOV	
Scott Cook	
Don Boise	
Bryan Little	
125cc AM	
Lee Hodges	
Scott Loy	
Dale Altoff	
250 NOV	
Kirk Milby	
John WIler	
John Bryan	
250 AM	
Robert Briscoe	
Ronnie Schwietzer	
Kenneth Sword	
OPEN NOV	
John Berlin	
John Bryan	
Fred Phillips	
OPEN AM	
Larry Fore	
Kenneth Sword	
Lane Henley	
125 EX	
Harry Nichel	
David Newby	
Glen Sndedker	
Charles Cooper	
250 EX	
Boyd Bass	
Dean Winford	
STeve Willard	
OPEN EX	
Charles Cooper	
Jim Thomas	
Clarence Fortney	

Jeep's MC MX
Wichita, KS.
June 21, 1976
By Edward Jawarsky

OPEN EX	
Charles Lee	Mai
Joe Thompson	Mai
Rex Hensley	Hus
MINI JR	
H.A. Spaulding	Yam
Chris Darrah	Yam
Bob Rose	Yam
MINI SR	
Ward Wiebe	Yam
Rodger Michler	Yam
Wade Wiebe	Yam
JR-MINIS	
250 JR	
Mike Kuassay	Yam
Jim Cummins	Yam
Clinton Hensley	Hus
David Welsh	Suz
250 EX	
Gary Witt	Yam
Curt Ross	Yam
Garry Maier	C-A
OPEN JR	
Michael Morland	Suz
Craig Coates	Suz
Raymond Girrens	Yamm
125 JR	
Jim Lee	Yam
Jim Cummins	Yam
Robert Brown	Suz
125 EX	
Garry Maier	Hon
Gary Witt	Yam
Harry Nickell	Yam
Marty Kennedy	Hon

Mineral Wells Hillclimb
Mineral Wells, TX.
June 20, 1976
By Diane Polley

MINI MINI	
John Blanton	Chap
Jackie Almond	Yam
David Almond	Yam
MINI	
David Chandleer	Hon
Gary Armstrong	Yam
Ronny Dahl	Hon
Ronald Meeks	Yam
POWDER PUFF	
Glenda Carder	Bul
Patricia Cruise	Suz
Vickie Via	Yam
Dean Darerko	—
125 STREET	
James Blanton	Hon
Tom Anderson	Suz
Ronald Meeks	Yam
250 STREET	
Tom Anderson	Suz
Carl Kaylor	Kaw
Dean Cruise	Hon
Mark Edwards	Yam
OPEN STREET	
Robert Dahl	Hon
Jesse Whitt	Yam
Carl Kaylor	Kaw
Tom Keefe	Kaw
100	
Charles Goodnight	Kaw
Mark Edwards	Kaw
David Carder	Kaw
David Chandler	Hon
125	
Walter Humplries	Bul
Tracy Davidson	Yam
Bobby Dahl	Hon
Sunny Holmes	Hon
200	
Sunny Holmes	Bul
Norris Meeks	Bul
James Blanton	Bul
250	
Duffy Douglas	Yam
Will Alford	Bul
Norris Meeks	Oss
Jerry Cruise	Suz
350	
Tony Hudson	Hon
Wil Alford	Bul
Henry Polley	Hon
Carl Kaylor	Kaw
500	
Will Alford	Bul
Cleve Martin	Bul
Duffy Douglas	Yam
1500	
Gary Chandler	Hon
Henry Polley	Tri
Mike Jones	Tri
Jim Wilson	Tri
EXHIBITION	
Gary Chandler	Hon
Jim Wilson	Tri
Henry Polley	Yam
Will Alford	Bul
OVERALL	
Gary Chandler	Yam

BOSS CMC MX
Sunnyvale, CA.
June 13, 1976
By Sallee Hilton

VET	
Terry Fish	Hon
Ernie Mulbach	Bul
Dan Whiteman	Mai
WOMENS DIV	
Nancy Thomas	Hus
Jan Parker	Hon
Linda Clare	Suz
MINI NOV	
Bill Johnson	Yam
John Beeman	Hon
Shawn Hantz	Hon
60 MINI	
Bobby Sisco	Hon
Ricky Diaz	Hon
100 NOV	
Troy Werner	Suz
Richard Luther	Yam
Kent Woods	Suz
125 EX	
Glenn Jennings	Hon
Pat Noland	Yam
125 INT	
Rich Tiago	Yam
Larry Wosick	Yam
Phillip Oveland	CZ
125 NOV I	
Jim Sisco	Suz
Bill Earle	Suz
Jim Barbuscia	Suz
125 NOV II	
Clifford Owens	Hon
Ivor Thomas	Yam
Paul Flores	Hon
250 EX	
Chris Grewer	Hus
Bill Johnson	Yam
Mike Hersmann	Hus
250 INT	
Steve Benakovich	Hon
Larry Wosick	Hus
Tom Denton	Yam
250 NOV	
John Murphy	Kaw
John Luyro	Suz
Cal Black	Suz
OPEN EX	
Steve Kusanovich	Yam
Harry Bellicitti	Yam
Scott Davis	Mai
OPEN INT	
Phillip Oveland	CZ
John Roeder	Yam
Cuck Cochran	Hus
OPEN NOV	
L.A. Street	Hon
Steve Weiss	Mai
Steve Garcia	Yam

SVS Promotions MX
Plymouth, CZ.
June 20, 1976
By Sallee Hilton

OLD TIMERS	
Jerry Jackson	Suz
Earl Lewallen	Suz
Emmett Franks	Suz
100 NOV	
Scott Zetterquist	Suz
Toby Qualls	Suz
Stan Vogel	Suz
MINI NOV	
Brad Halcomb	Hon
Greg Vlahos	Yam
Craig Smith	Yam
MINI EX	
Steve Vlahos	Yam
Jimmy Robertson	Yam
Tom Hall	Yam
OPEN EX	
Chalres Halcomb	Hus
Ken Sisler	Mai
Doug Hart	Bul
OPEN JR	
Steve Mishler	Bul
Tim Hart	Yam
David Thompson	Bul
OPEN NOV	
Kenneth Strauch	Suz
Doug Swartout	Suz
Phillip Rice	Yam
250 EX	
Pat Richter	KTM
Brian Jodry	Suz
Jay Haroutunian	Suz
250 JR	
Randy Kerslake	Suz
Rusty Carl	Suz
Tim Zack	Suz
250 NOV DIV I	
John Thornburg	Suz
Rob Woharn	Hus
Shawn Hybarger	Hon
250 NOV DIV II	
Ted Westover	Bul
Jeff Lewis	Suz
Curtis Johnson	Hus
125 EX	
Al Hall	Hon
Mike Marquez	Hus
Kipp Classen	Hon
125 JR	
Laine West	Suz
David Menez	Hon
Rodney Greener	Yam
125 NOV DIV I	
Rob Stuart	Hus
George Lowery	Hon
Pat Crose	Hon
125 NOV DIV II	
Troy Werner	Suz
Clinton Maples	Yam
Greg Boivon	Hon
125 NOV DIV III	
Steve Vogel	Suz
Rod Berringer	Suz
Bert Wilson	Suz

Pueblo Nat'l. Hillclimb
Pueblo, Colo.
June 13, 1976
By Diane Polley

100	
Steve Hopkins	Kaw
David Chandler	Hon
Mike Polley	Yam
Gene Farris	Kaw
125	
Tracy Davidson	Yam
Gailen McGraw	Bul
Sunny Holmes	Hon
Al Davis	Hon
200	
Sunny Holmes	Bul
Maris Massengill	Bul
Steve Hopkins	Kaw
Charles Ford	Bul
250	
George McGraw	Bul
Tom Derozier	Yam
Duffy Douglas	Yam
Vic Barlish	Bul
370	
George McGraw	Bul
Will Alford	Bul
Tom Burnham	Bul
Jimmy Malone	Bul
500	
Gary Chandler	Yam
Duffy Douglas	Yam
Will Alford	Bul
Henry Polley	Yam
OPEN	
Gary Waddell	Tri
Gary Chandler	Hon
Henry Polley	Tri
Dan Bernth	Tri

AME MX
Valencia, CA.
June 25, 1976
By Ted Titmas

MINI JR	
Alex Jud	Yam
Eddie Williams	Yam
Scott Phillips	Yam
MINI EX	
Steve Schmitz	Suz
MINI INT	
Holly Troxler	Yam
Mike Mercier	Yam
Blake Beynolds	Yam
OLD TIMERS	
Tim Ford	Mai
Keith Phillips	Suz
Dave Turnquist	C-A
250 INT	
Arnold Comproni	Mai
Ben Schillaci	Mai
Angelo Cofino	Suz
250 JR	
Greg Boren	Hon
Cory Sawyer	Suz
Mike Rochester	Hon
250 BEG	
Wally Wepprencht	Yam
Rick Shroyer	CZ
Jeff Warner	Mai
500 PRO	
Dave Haugh	Mai
Andy Jannings	Mai
Donny Hansen	Mai
500 BEG	
David Rodgers	Suz
Charlie Stewberg	Yam
Gary Davis	Yam
500 JR	
Gary Phillips	CZ
Jim Burke	Yam
Randall Reese	Suz
500 INT	
Rozz Reed	Suz
Steve Kelso	Mai
125 PRO	
Bobby Jones	Hon
Broc Glover	Yam
Mark Gambetta	Hon
125 INT	
Mark Wiklund	Hon
Rodney Morrison	Hon
Peter Sabat	Hon
125 JR	
Paul Lane	YZ
Steve Allensworth	Hon
Scott Morgan	Hon
POWDER PUFF	
Jodi Sessions	Suz
Rox Ann Dougherty	Hon
Christie Hendrickson	Suz
100 BEG	
Steve Clark	Suz
Brad DeHore	Hon
Darrel Anderson	Yam
100 EX	
John Whelchel	Suz
Steve Schmitz	Suz
100 JR	
Loren White	Yam
Mike Prunty	Suz
Ricky Ryan	Yam
100 INT	
Mike Nance	Suz
125 BEG DIV I	
Jeff Spoor	Hon
Mike Stafford	Yam
Steve Barrow	Suz
125 DIV II	
Dan Olson	Yam
Jim Stewart	Hon
Rockey Tenerilli	Hon

Fremont MX
Fremont, CA.
June 24, 1976
By Steve Castillo

MINI DIV I	
John Beeman	Hon
Gary Plaatje	Yam
Steve Jordan	Yam
MINI DIV II	
Jim Cresca	Hon
Berry Velasco	Hon
Ted Henera	Yam
100 JR	
Jeff Lofano	Suz
Ken Woods	Suz
Danny Castro	Yam
OLD TIMERS	
Fred Parsen	Suz
Larry Dobbs	Hon
Chuck Bullwinkle	Bul
125 JR DIV I	
Dennis Stolp	Yam
Mike Shaw	Suz
Zach Fust	Hon
125 JR DIV II	
Steve McQueen	Suz
Tony O'Reilly	Hon
Kent Woods	Suz
125 JR DIV III	
George Lowery	Hon
Paul Flores	Hon
Glen Kershake	Hon
125 JR DIV IV	
Mark Long	Suz
Bill McNair	Suz
Dick Sanchez	Hon
250 JR DIV I	
Mike Moore	Hus
Rick Poppos	Yam
Gary Fargo	Yam
250 JR DIV II	
John Lupo	Suz
Don Pizzo	Hus
Jerome Heilberger	Suz
250 JR DIV III	
Kane Franklin	Hon
Mike DeLucca	CZ
Tony Olea	Yam
500 JR DIV I	
Larry Dobbs	Yam
Tom Jackson	Suz
Jerry Burns	Mai
500 JR DIV II	
David Nawle	Yam
Keith Adams	Rok
L.A. Street	Hon
500 JR DIV III	
Jay Hickey	Suz
Scott Land	—
Steve Morrelli	—
125 INT	
Rich Voxx	Bul
Peter Bierwith	Mai
Tom Penton	Yam
500 INT	
Wes Elrod	MV
Larry Lacey	Suz
Glenn Steifel	Mai
125 PRO	
Mike Preston	Suz
Neal Snarr	Yam
Dan Geery	Suz
250 PRO	
Phil Crane	Suz
Brian Jodry	Suz
Bob Terwilliger	Kaw
500 PRO	
Pat Brown	Bul
Rory Rundle	Mai
Dick Wilson	CZ

Old Timers World Championship MX
Mammoth Mtn., Calif.
June 20, 1976
By Chuck Iken

MASTERS CLASS	
John Moroney	Mai
Zoli Bereny	CZ
John Rice	KTM
Vidar Anderson	Suz
Blackie Lewis	Mai
EXPERT CLASS	
Bob Derry	Hus
Norm Amor	KTM
Ron Brown	Yam
Frank Hicks	Suz
Gabby Gabbert	Hus
AMATEUR	
John McClure	Yam
Howard Anderson	Yam
Richard Zeiler	KTM
Don McCandles	Mai
Ron Farmer	Yam
NOVICE	
Richard Dashly	Bul
Chuck Hart	Mai
Jordan Krusoff	CZ
G.E. Bansedier	Yam
Gordie Glyer	Suz

Asbury Night MX
Albany, Ore.
June 23, 1976
By Chuck Iken

MINI JR	
Tim Kielty	Yam
John Thayre	Hon
Bryan Leanard	Yam
MINI EX	
Craig Lambert	Yam
John Buyas	Yam
100 JR	
Dale Bernards	Yam
Gary Smith	Suz
125 JR	
Doug Fief	Yam
BoBo Buce	Yam
Don Sweeney	Hon
100 EX	
Mike McCormick	Yam
125 EX	
Mike McCormick	Yam
Mike Cannon	Suz
BEG CLASS	
Mike Teasley	Suz
Harold Jolly	Suz
Steve Smith	Yam
Dave Miller	Suz
OPEN	
Dale Bernards	Yam
250 JR	
Brad Mikkelson	Hus
Gary Bernards	Yam
Bob Taylor	Hon
250 EX	
Buz Becker	Suz
Ivan Mombert	Mon
PRO	
Boyd Smith	Yam
Mike Holbrook	Hon

Final Standings
U.S. Two Day Trial Championship Series

100 CLASS	
Ted Leimbach	Pen
Tom Krehbiel	Pen
Ken Harvey	Yam
125cc CLASS	
Dane Leimbach	Pen
Dan Cichocki	Pen
Mike Rosso	Her
Mike Deyo	Her
Rick Munyon	Hon
Phil Smith	Hus
175cc CLASS	
Tom Penton	Pen
Bill Uhl	Her
Drew Smith	Her
Jeff Gerber	Pen
Harry Heilemann	Pen
250 CLASS	
Jack Penton	Pen
Mike Hannon	Bul
Rod Bush	Pen
Rick Weatherbee	Pen
Dave Hulse	Oss
350cc CLASS	
Carl Cranke	Pen
Gary Edmond	Rok
Jim Hollander	Rok
Jim Simmons	Rok
Charles Bethard	Bul
Ron Bishop	Rok
OPEN CLASS	
Dick Burleson	Hus
Kevin Lavoie	Pen
Frank Gallo	Pen
John Fero	Yam
Chris Carter	Yam

TT & Half Mile
395 Cycle Park
June 26, 1976

HALF MILE	
John Bales	Yam
Jay Bales	Yam
Kelly Kline	Yam
250 NOV	
Rick Blankenship	Yam
Richard Bishop	Yam
Steve Finan	Kaw
250 AM	
Bobbi Hunter	Yam
Rick Blankenship	Yam
250 EX	
Dylan Neihart	Yam
Al Glover	Yam
Stan Kinsey	Yam
OPEN EX	
Mike Laney	Yam
Al Glover	Kaw
Tim Melancon	Kaw
TT	
MINI NOV	
Jay Bales	Yam
John Bales	Yam
Kelly Kline	Yam
125 NOV	
Eugene Brown	Yam
Ben Meyer	Yam
Joe Layton	Hon
250 NOV	
Rick Blankenship	Yam
Steve Finan	Kaw
Dan Seagondollar	Yam
OPEN NOV	
Gary Praster	Yam
250 EX	
Al Glover	Yam
Dylan Neihart	Yam
Jay Bales	Yam
OPEN EX	
Mike Laney	Yam
Ron Powell	Tri
Tim Melancon	Yam
SWEEPSTAKES TT	
Al Glover	Yam
Dylan Neihart	Yam
Mike Laney	Yam

AME MX
Valencia, CA.
June 18, 1976
By Ted Titmas

POWDER PUFF	
Rox Ann Dougherty	Hon
Eileen Alba	Hon
MINI JR	
Erik Kence	Yam
Craig Buelna	Yam
MINI EX	
A.J. Whiting	Yam
Steve Schmitz	Suz
Scott Grose	Yam
MINI INT	
Holly Troxler	Yam
Mike Mercier	Yam
Mark Tomaselli	YZ
100 EX	
John Whelchel	Suz
John O'Mara	Suz
100 BEG	
Gary Coffey	Suz
Steve Clark	Suz
Brad DeHore	Hon
100 JR	
Kenny Spiker	Suz
Loren White	Yam
Ricky Ryan	Yam
250 PRO	
Dave Taylor	D&G
Hal Strauss	Mai
Eddie Cole	Bul
250 INT	
Arnold Comproni	Mai
Angelo Cofino	Suz
Mike Harnacker	M-V
250 JR	
Bill Howle	KTM
Martin Sanett	Bul
Cory Sawyer	Suz
500 PRO	
Andy Jannings	Mai
Dave Haugh	Mai
Tom Claire	Suz
500 BEG	
David Keith	Suz
Randall Reese	Suz
Andre Souisa	Bul
500 INT	
Craig Robertson	Mai
Steve Kelso	Mai
Bill Andrews	Hus
125 PRO	
Bobby Jones	Hon
Gary Denton	D&G
Mike Pillar	Hon
125 INT	
Skeeter Marks	Suz
Rod Morrison	HM
Greg Boren	Hon
125 JR	
Mike Marshall	Yam
Doug Spiker	Hon
Steve Allendale	Hon
125 BEG	
Dave Smith	Yam
Mike Haddad	Hon
Jerry Rodriquez	Yam
250 BEG	
Rick Shroyer	CZ
Bernard Gahremani	—
Mike Barron	—
OLD TIMERS	
Gary Phillips	CZ
Keith Phillips	Suz
Wiley Seitzler	Suz

Territorial MC Racing
Eugene, Ore.
June 19, 1976

MINI BEG	
Barry Pelkay	Yam
Tracy Phillips	Yam
Bobby Myhavoid	Yam
MINI JR	
Jim Cheshire	Yam
John Davidson	Yam
Ricky Russell	Yam
MINI EX	
Brian Loesch	Yam
Andy Bruhn	Yan
Troy Delfs	Yam
100 JR	
Steve Henderson	Yam
Cliff Allen	H-D
Stan Grover	Hon
100 EX	
Bruce Allen Smylie	Suz
Mitch Seitzinger	Yam
Andy Bruhn	Hod
125 JR	
Larry Johnson	Yam
Ron Stanley	Yam
125 EX	
Terry Phillips	Yam
Steve Copley	Yam
Sam Armfield	Kaw
200	
Gary McDowell	Bul
Terry McCullough	Bul
Del Seitzinger	C-A
250	
Terry Phillips	H-D
Craig Lewis	Hon
Tom McCullough	Bul
Phil Harless	Bul
400	
Harold Haggard	Yam
Steve Dolezal	Bul
Michael Romig	Hon
OPEN	
Gary Davis	Tri
Rick Oliver	Tri
Curt Dorn	Tri

RESULTS

Norcal MX
Fremont, CA.
June 17, 1976
MINI
Jeff Bramlett
John Branson
Alan Cady
MINI EX
Ruben Villerel
Rick Delong
WOMENS DIV
Jan Parker
OLD TIMERS
Cecil Yother
Rod Mallow
Dan Hack
125 JR DIV I
Mike Shaw
Bill Fargo
Brian Demon
125 JR DIV II
George Lowery
Mark Howard
Mike Deluccia
125 JR DIV III
Tony O'Riely
Willy Conely
Ivor Thomas
125 JR DIV IV
Lucianno Dommici
Paul Flores
Ricky Sanders
125 INT DIV I
John Traverso
Mike Bonner
Greg Muscatell
125 INT DIV II
Mickey Danders
Rick Tiago
Al Draeger
250 JR DIV I
Rick Egner
Jerry Eddy
Gary Faulker
250 JR DIV II
Bill Risner
Chuck Ferry
Steve Martinez
250 JR DIV III
John Lupo
Paul Pearson
Mike Moore
250 INT
Peter Bierwith
Rov Seim
Chuck Swathout
OPEN JR DIV I
Curt Wilcox
Doyle Moeller
Doug Swathout
OPEN JR DIV II
Gary Jaques
Rick Lokke
Steve Weiss
OPEN INT
Wes Elrod
Glenn Steifel
Mike Bonner
125 PRO
Kent Clasen
Troy Deherrera
Tom Rapp
250 PRO
Brian Jodry
Wayne Morrell
Lon Wardell
500 PRO
Ron Self
Tom Rapp
Kent Classen
100 JR
Tracy Weiner
Bob Bean
Kent Woods

Buffalo Park Speedway TT
Carrollton, TX.
June 19, 1976
65cc
Roger Schellenberger
Bret Rosenburg
Ross Duncan
James Patton
Jimmy Thompson
85cc
David Langley
Buryman Patton
Jeff Pendergraft
Roger Schellenberger
125 TROPHY CLASS
Steve Pendergraft
Mike George
Keith Thompson
Bubba Bentley
250 TROPHY CLASS
Terry Newman
William Truitt
Phillip Capshaw
Glen Stubblefield
125 MONEY CLASS
David Jones
Scott Adams
Charlie Orr
Mike Archer
Freddie Spencer
Odell Davis
Buck Boren

TT
Sunnyvalley, Oregon
June 13, 1976
By Lynne Diltz
TROPHY DASHES
ELDERLY GENTS
Gordon Campbell Yam
MINI
Drew Roberts Yam
100 KIDS
Bruce Smylie Suz
125
Terry Phillips Yam
200
Harold Hurd Yam
250
Ray Duggan Hon
OPEN
Randy Johnson Yam
MAINS
MINI A MAIN
Drew Roberts Yam
Joe Gonsalves Yam
Andres Bales Yam
MINI B MAIN
Jim Barnes Hon
Richard Russell Yam
Barry Pelky Yam
MINI C MAIN
Roger Rudig Hon
Robby Blass Hon
100 KIDS A MAIN
Vic Lilya Suz
Bruce Smylie Suz
Susan Word Suz
100 KIDS MAIN B
Tony Mintz Yam
Steve Henderson Yam
Eddie Kingslien Hod
100 KIDS C MAIN
Tom Coopman Hod
Russell Campbell Yam
125 A MAIN
Terry Phillips Yam
Sam Armfield Hon
Kirk Howard Suz
125 B MAIN
Donnie Miguell Hon
Dan Taylor Suz
Cecil Arispe Yam
Mike DeBruyne Yam
250 AM/EX ST MAIN
Richie Volk Yam
Mike Tidwell Yam
Jay Lewis Suz
OPEN NOV ST MAIN
Ron Byars Yam
Larry Blake Yam
Pat McCann Yam
OPEN AM/EX ST MAIN
Joe Steffen Yam
Rex Hailey Yam
Dylan Neihart Yam
MINI H-M DIV I
Pete Hames
David Hulbert
Chris Cannon
MIN H-M DIV I-III
Chris Gables Yam
Mike Redding Yam
Shelby Shamblin Yam
125 NOV H-M
Eugene Brown Yam
Steve Karsten Yam
Todd Brown Yam
125 AM/EX H-M
Mike Tidwell Yam
Danny Perkins Hon
Terry McCreery Kaw
250 NOV H-M
David DeTemple Yam
Chris Choisser Yam
Gary Smith Bul
250 AM H-M
Jim Beck Yam
Lloyd Patzke Yam
Bobbi Hunter Yam
Dave Renta Suz
David Swanberg Yam
Drew Sidaris Hon
125 JR
Jim Odle Suz
John Radcliffe Hon
Tom Bell Yam
500 BEG
Leo Baels Mai
Tim Stock —
Scott Gardner Yam
250 BEG
Tracy Trup Kaw
Kevin Walters Yam
David Paddock Suz
125 BEG
Henry Villoch Suz
Pat Cain Yam
Dale Lawrence Yam
MINI BEG
Tom Gibson Yam
Ryan Eide BM
MINI JR
Billy Evans Yam
MINI INT
Phil Wilkins Yam
MINI PRO/EX
Mike Toycen Yam
Scott Watson MM
Richard O'Brien Yam
100 JR
Ladell Eide BM
Tommy Higgens Suz
100 PRO/EX
Tony Gomez MM
Greg Barrett Hon
Jim Gresham
DIV II MAIN
Greg Silhite
Corky Tuttle
Bryan Buffington

SRA Speedway
Irwindale, Cal.
July 1, 1976
L.A. Sprockets 45
San Bern. Sizzlers 33
SOP SCORERS
SPROCKETS
Mike Bast 15
Norm Denny 11
Bruce Penhall 9
TOP SCORERS SIZZLERS
Mark Cherry 11
Larry Shaw 9
Ron Preston 7
HANDICAP MAIN
Bruce Penhall
Dennis Sigalos
Stu Egli
DIV II MAIN
Bobby Hill
Larry Kosta
Rick Huckans

SRA Speedway
Bakersfield, Cal.
July 3, 1976
Bakersfield Bandits 52
Orange County 26

SRA TEAM

Speedway League Standing

Speedway League Team Standings
as of June 28, 1976

Teams	W	L	Pct.	Matches Back
Bakersfield Bandits	13	6	.684	—
Los Angeles Sprockets	10	9	.526	3
Ventura Sharks	11	10	.524	3
San Bernardino Sizzlers	8	12	.400	5½
Orange County Eagles	8	13	.381	6

Leading Scorers

Name	Matches	Rides	Points Total	Average
1. Mike Bast, L.A.	19	95	255	13.42
2. Bruce Penhall, L.A.	19	92	222	11.68
3. Dubb Ferrell, Bak.	19	92	214	11.26
4. Jeff Sexton, Bak.	19	89	200	10.52
5. Rick Woods	19	90	193	10.15
6. Jim Fishback, S. B.	20	93	197	9.85
7. Larry Shaw, S. B.	13	58	124	9.53
8. Steve Nutter, Bak.	19	85	181	9.52
9. Bill Cody, O. C.	21	94	181	8.61
10. Scott Sivadge, Vent.	21	93	180	8.57

West Coast Firecracker Flat Track Championship
Corona, Calif.
July 3, 1976
By Maureen Lee
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Don Grigsby Yam
Walt Foster Tri
Eddie Lawson Bul
Al Glover Yam
PRO HALF-MILE
Wayne Rainey Yam
Craig Armstrong H-D
Steve Fortune Yam
Eddie Lawson Yam
Don Grigsby Yam
MINI S.T. DIV I
Kirk Johnson Yam
Darren Hulbert Yam
Chris Cannon Yam
MINI S.T. DIV II
Chris Gables Yam
Shelby Shamblin Yam
Mike Redding Yam
MINI S.T. DIV III
David Nelson Hon
Richard Jones Kaw
Curtis Cannon Yam
125 NOV ST MAIN
Kirk Johnson Yam
Eugne Brown Yam
Marty Woodbury Yam
125 AM/EX ST MAIN
Mike Tidwell Yam
Danny Perkins Hon
Duane Gallagher Yam
250 NOV ST MAIN
David DeTemple Yam
Gary Smith Bul
250 EX H-M
Mike Delany Yam
Greg Zehner Yam
Dylan Neihart Yam
250 EX TWIN H-M
Eddie San Roman Yam
Don Grigsby Yam

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Carlsbad, Calif.
July 4, 1976
500 PRO
Jeff Foland KTM
David Gerig Suz
Peter Maly CZ
250 PRO
Michael Stearns Hus
Randy Burns Yam
Jeff Witherell Suz
125 PRO
Joe Santich Hon
Marty Miller MM
Andy Baines Hon
500 INT
Kevin Nevinger Yam
Dale McKinney Bul
Tom Cale CZ
250 INT
Mike Sole Kaw
Gary Cox Yam
Edward Seeber Suz
125 INT
Carney Briggs Hon
Curtis Tyree Hon
500 JR
Don L'Allier Yam
Terry Whytal Bul
Robert Berdyck CZ
250 JR

SRA Speedway
Ventura, Cal.
June 29, 1976
Ventura Sharks 38
Bakersfield Bandits 40
TOP SCORERS—SHARKS
Bobby Schwartz 13
Randy Marsh 11
Sonny Nutter 6
TOP SCORERS BB
Dubb Ferrell 12
Steve Nutter 9
Jeff Sexton 9
HANDICAP MAIN
Dan Toomey
Dubb Ferrell
Robin Hood
DIV II MAIN
Tom Morley
Kevin MacDonald
Garnett Thistlewait

SRA Speedway
San Bernardino, Cal.
June 30, 1976
San Bern. Sizzlers 43
Ventura Sharks 36
TOP SCORERS SIZZLERS
Larry Shaw 10
Ron Preston 11
Rod Sexton —
TOP SCORERS SHARKS
Bob Schwartz 11
Dave Sims 12
Sonny Nutter 9
HANDICAP MAIN
Rnayd Marsh
Bobby Schwartz
TOP SCORERS BANDITS
Jeff Sexton 12
Dubb Ferrell 11
Steve Nutter 10
TOP SCORERS EAGLES
Alan Christian 10
Bill Cody 9
Ron Rose 3
HANDICAP MAIN
Jeff Sexton
Alan Christian
Bobby Hill
DIV II MAIN
Tom Ferris
Dan Waller
Grant Murray

SRA Speedway
Costa Mesa, Cal.
July 2, 1976
SCRATCH MAIN
Mike Bast
Alan Christian
Dave Sims
Dubb Ferrell
HANDICAP MAIN
Dubb Ferrell
Ron Preston
Steve Columbo
Steve Nutter
Sonny Nutter
Bill Gray
FEATURE MATCH
Alan Christian (over)
Sonny Nutter
Randy Marsh (over)
Dean Forman

OTHGA MX
Mammoth Lakes, CA.
June 19-20, 1976
By Lucious LeRoy
EXPERT
Lanky Larry Yam
Janitor Jerry Yam
Repulsive Ray Bul
Maniac Mike CZ
Stubby Steve Yam
Corroded Carlos Mai
AMATEUR
Muff Max Yam
Ridiculous Rex Yam
B.O. Bob Bul
Sycho Sig Suz
INT
Daisy Dave Suz
Krazy Kit Yam
Vomit Vern C-A
Moldy Mike Yam
Petrified Pete Bul
Begonia Bill Hon
NOVICE
Tipsy Tom Suz
Rocket Rodney Suz
Baboon Bob CZ
BEGINNER
Hangover Hambone Yam
Knievel Ken Hus
Toilet Tom Yam
Killer Ken Yam

DRA Firecracker '76
Calif. City, Cal.
July 4, 1976
Unofficial Results
By Dale Brown
OPEN EX
Bob Balentine KTM
Rich Mark Suz
Bill Conroy Vil
OPEN AM
Jim Artz Yam
Dan Noll Yam
John McDowell Hus
OPEN NOV
Tom Mattox Yam
Bill Callen Yam
Ken Mann Suz
OPEN BEG
Rex Bonham Yam
Bill Polaski Yam
Ken Kaiser Yam
250 EX
Phil Stumbo CZ
Tom Schell Suz
Monte Lee Yam
250 AM
Doug Posson Yam
250 NOV
T. Phillips —
Mark Struve Yam
Ken Heil Yam
250 BEG
Curt Richard Yam
Jeff Taylor Yam
B. Vanderbyl Hus
0-200 EX
Lee Wilson Hus
Tim Paint DMG
Chruck Cartledge Yam
0-200 AM
Bruce Bornhurst Hon
Kenny Upp Yam
0-200 NOV
David Behrens Yam
Art Weekley C-A
Todd Whitney Yam
0-200 BEG
Tim Cauby Yam
Mike Heyler Hon
John Palleuy Yam
SR EX
Gus Paull Yam
Gordon Schmid Yam
John Klug Hon
SR AM
M.S. Dyott Yam
SR NOV
Keith Soesbe Yam
SR BEG
Charlie Anderson KTM
Richard Hurt Yam
PP NOV
Leslie Klug Hon
Lori Farmer C-A
Michelle Griffin Hus
PP BEG
Laura Lockridge Yam
MINI
Kelly KlineYam

Irwindale, Calif.
June 24, 1976
L.A. SPROCKETS 50
VENTURA 28
TOP SCORERS
SPROCKETS
Mike Bast 15
Bruce Penhall 14
Gene Woods 10
TOP SCORERS
SHARKS
Bobby Schwartz 9
Randy Marsh 9
Dave Sims 4
HANDICAP MAIN
Randy Marsh
Gene Woods
Dave Sims
DIV TWO MAIN
Steve Hein
Larry KostaPaul Belisle

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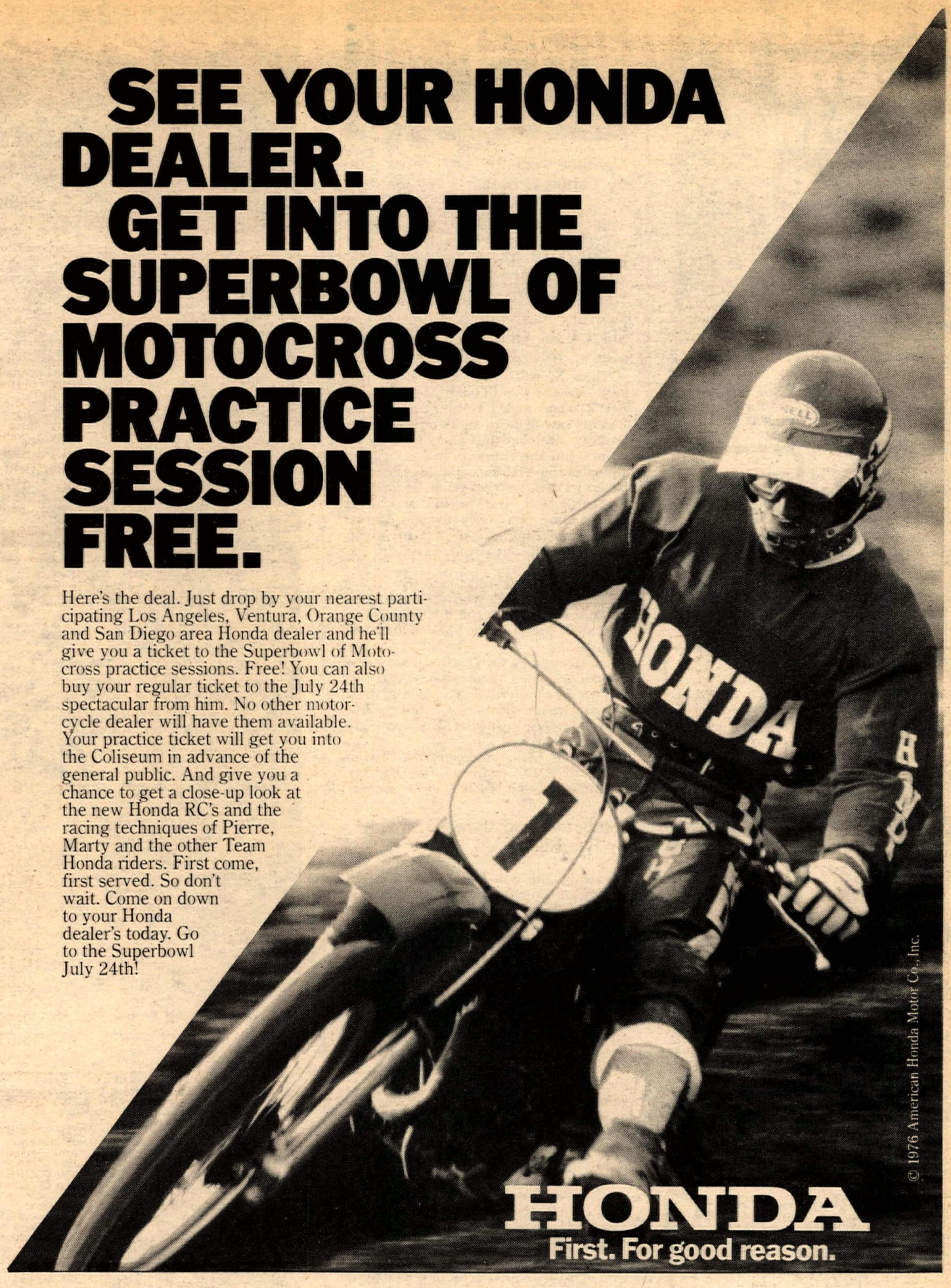

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SPEEDWAY WEEK

Ventura, June 29
By Dennis Greene

The National Speedway League standings show the Bakersfield Bandits in first place with the Ventura Sharks in a strong second. When these two teams met at the Ventura Fairgrounds, home of the Sharks, the first three events were even splits in score.

Then Steve Nutter won the fourth event for the Bandits and his teammate Bert Harkins added a point to move the Bandits out in front by two points. The Bandits stretched out their lead to six points, but the Sharks pulled off a clean sweep in the 11th race, pulling the score back to just a two-point lead. The Dynamic Duo, Jeff Sexton and Brian Short, came right back for the Bandits with their only sweep of the night, putting them out front again by six points.

The high-point riders race (Event 13) went to the Sharks with a clean sweep, but the four points still left them down by two. Final score, 38 Sharks, 40 Bandits.

Scratch racing for Division Two riders is something new this season. It is hoped by the promoters that this will help prepare more riders for team racing. Tom Moreley won the Division Two Scratch Main.

Division One Handicap Main honors went to Dan Toomey. His Bandits' teammate, Dubb Ferrell, took second.

San Bernardino, June 30
By Rex Reese

Recently, the San Bernardino Sizzlers had been down and out, with every team in the league taking a turn at giving them a good kick in the leathers. On top of that, Jim Fishback became the latest addition to the injured list. Above it all however, and remarkably enough, the Sizzlers came back tonight to break their homestand losing streak as they faced off the Ventura Sharks in a battle down to the wire.

Sizzlers Ron Preston and Larry Shaw were the most dynamic performers of the evening as they gained two sweeps with Preston winning two heats. The Sharks were nipping at the Sizzlers' heels with only a difference of two or three points, but had it not been for the tighter team riding by Berdoo, the story could've been different.

Ron Preston was the holeshot king, and in the final he didn't disappoint anybody when he grabbed the lead followed by Shaw who was blocking off Sims and Bobby Schwartz. When the dust had settled, the Sizzlers had sunk the Sharks 42-36.

Greg Wilhite was the winner of the Second Division Scratch Main, which is a refreshingly quick and dirty change from the regular heat system; while the big boys saw the Ventura crowd get some measure of revenge as Dave Sims picked up the Handicap Consolation and Randy Marsh took the Main.

Irwindale, July 1
By Rex Reese

Last night Berdoo won on their own turf which had them stoked and ready to rip tonight. Unfortunately a different fate was in store for them when they rolled out on the track, as the surfacing was saturated to a muddy consistency, making it super tacky and yucky. The other problem for Berdoo was obvious: Mike Bast.

Bast, however, wasn't the only problem to confront the Sizzlers; there was also Bruce Penhall and Norm Denny. First heat off the line they went to work and swept Dean Forman and Rod Sexton right under the rug.

PHOTOS BY DENNIS GREENE

Near to far — Dubb Ferrell, Bert Harkins and Billy Gary lined up in the Scratch half at

By the final, the Sprockets had put a 10 point lead over Berdoo. With Denny backing him up, Mike Bast led the final over Mark Cherry and Larry Shaw. But on the second lap, Cherry popped by Norm to put a squeeze on Bast which gave the crowd some fireworks to really cheer about. Bast won it anyway, with a possible sweep destroyed by Cherry as the Sprockets took it 45-33.

To compound the loss suffered by San Bernardino, Sizzler Rod Sexton collided with Guy Waterson in a Handicap semi. Waterson had been leading as Sexton was setting up to pass on the inside, when Guy's engine apparently broke its piston. Sexton hit Waterson as he was slowing down, and caught a footpeg in the chest when he was thrown. Rod was rushed to the hospital, suffering broken ribs and a possible collapsed lung.

Costa Mesa, July 2
By Dennis Greene

The ever-growing list of broken bones was really evident Friday at Costa Mesa. It was an open night of competition (no team event). More than a dozen top riders were not on hand because of injuries. Bill Meister, Jim Fishback, Danny Becker, are all out with broken feet; Mike Konle, Wayne Lewis out with broken wrists. The list goes on and so goes the show.

Twenty-four events of racing has its ups and downs. Irwin Moon went up in the air off the starting line in the first event of the night in front of a full house, coming down hard on his tail bone. He was helped from the track and called it a night.

Dubb Ferrell had another fine night, working his way into both Main Events. Dubb won the Handicap Main for the second time this season at Costa Mesa, and did it from the 40-yard line, getting past Sonny and Steve Nutter and Bill Gray with no trouble then working on Ron Preston for two laps to take the win on his U.S.-built Fairchild Special.

Mr. Speedway, U.S. National Speedway Champion Mike Bast, showed his style with an easy Scratch Main win over Dubb Ferrell, Dave Sims and Northern Number One Alan Christian.

Bakersfield, July 3
By Dennis Greene

One of the biggest scores of the season was run up by the League-leading Bakersfield Bandits as they put the Orange County Eagles away by 26 points. Their total of 52 to the 26 for the Eagles fell short of the all-time high of 54 for the L.A. Irwindale Sprockets, when they put the same Eagles away with just 24 points. Every pair of riders on the Bakersfield team got at least one clean sweep.

Jeff Sexton led the way in the second half of the show, winning the Handicap Main Event from the 50-yard line. Alan Christian took second, but had to race his head off after being put back all the way to the 70-yard line for a rolling start.

This coming Saturday night the Bandits will play host to the Ventura Sharks. The second half of the show will be the fourth running of the Firecracker Derby, held one week late because of so many riders out with injuries.

Results in Results Section.

Irwindale.

Bruce "The Fox" Penhall makes the CBS news.

PHOTOS BY DENNIS GREENE

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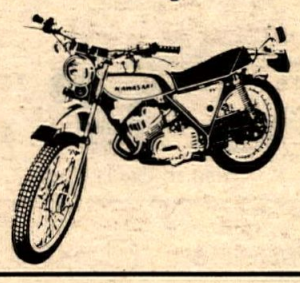

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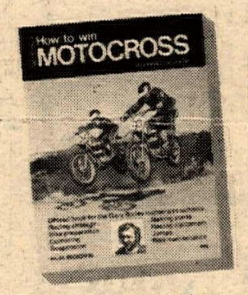

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CENTRAL PIPELINE

PHOTOS BY JACK HARWOOD

(Above) B. J. Rook took second Over 30 at Okie City, while (below) David Newby won the first 125 Expert moto.

Chandler's 500 first at Mineral Wells

By Diane Polley

MINERAL WELLS, TEX., JUNE 20
The Mineral Wells hill had grown an unusual amount of rocks since the last climb. Some of the problems caused by them were thrown chains and very unexpected crashes. Some of the slowest times of the year were set on the 350 foot hill.

In the 350 class Tony Hudson, who rides a 350 Honda thumper, was one very happy person. On his first try at the hill he set a time of 10.99 seconds and that's all it took for first place. This was the first time that Will Alford's Bultaco had let him down this year.

The fastest time after the first run was set by Gary Chandler on his 900cc Honda four. Even though several people had good runs no one could beat his time. That is until he took his second run in the 500 class on a Yamaha. After a near perfect run the clock showed that he had a new top time of 9.77 seconds that stood the rest of the day.

Results in Results Section.

Cooper Chucks'em at Oklahoma City

By Jack B. Harwood

OKLAHOMA CITY, OK, JUNE 19
Trey Jorski and Chuck Cooper haul around three bikes each, with the intentions of sacking up most of the prize money where they run. And they are successful more often than not. However, before the night motocross at Motorcycle Raceway's efficiently run and well-prepared track could get underway, Jorski broke an arm in practice. This left the challenge to Cooper with a large field of hopefuls. Some of those hopes were realized.

Handicapped with a backward start in the first 125 Expert moto, Cooper left the gate open right from the start. David Newby squirted out into the lead and held it all the way. Following in the wake of Newby's roosts were Harry Nickel, David Fultz and Glen Snedecker. At mid moto, Snedecker overtook Fultz for a third place finish behind Newby and Nickel. Cooper struggled up through the pack to take sixth.

In the second 125 Expert moto, Nickel proved his second place finish in the first moto was no fluke. Nickel added a one by leading flag to flag for a 2-1 and first place money. Cooper managed a second, but he couldn't reel in Nickel, who had stretched his lead after the first two laps. Newby's third place finish was good enough for second overall, while Snedecker's 3-4 earned him a fourth.

In the middleclass Expert division, Cooper led the first moto all the way, challenged only part of the way by Boyd Bass. But racing luck, in the form of a lost chain beat Cooper out of prize money. Bass, who had pocketed second place points in the first moto, was able and willing to assume the lead for a 2-1 and first overall.

Cooper finally found what he came for in the Open Expert race, sweeping both motos. After winning three of the six motos in which he competed and adding a second in another, Cooper pocketed first and fourth place money. Which was not too shabby, and definitely better than a broken arm.

Scott Cook swept the 125cc Novice race, as did Kirk Milby in the 250cc Novice, Robert Briscoe in the 250cc Amateur race, and John Berlin in the Open Novice division.

Pueblo AMA National Amateur Hillclimb Qualifier

By Diane Polley

PUEBLO, COLO., JUNE 13
The second western qualifier was held in Pueblo, Colorado. Riders from Colorado, Texas, Kansas, Nebraska, Iowa, and North Dakota were there to gain points toward qualifying for the National to be held in Pennsylvania in September. The low number of entries was disappointing to the Colorado Dirt Riders, sponsors of the climb, and the participants both. Maybe next year some better advertisement will be put out earlier by the AMA and the clubs, and participation will be better.

The hill was 300 feet of loose gravely sand. At the 140 foot mark there was a ledge that gave trouble all day. If the riders jumped too high coming over it the bike would bury up in the sand that was very deep on top of the ledge, but if they did not have enough momentum going when they hit the ledge the bike would not make it over.

Most of the small bike pilots were surprised when they could not even get to the ledge. Only four bikes in the 125 and 200 classes managed to get that high. Sunny Holmes from Texas on a 200 Bultaco went the highest of these four before the sand ate his lunch at 161 feet. Tracy Davidson on a 125 Yamaha, a Texan also, was the next highest with 151 feet and six inches.

Only one rider in the 250 class found the top and only one time at that. He was George McGraw of Nebraska on a 250 Bultaco. He also took his 350 Bultaco over and both times were very close. The 11.1 seconds on the 250 looked very good next to the 11 flat on the 350. George had the honor of having the first and second rides over a very tough hill. Coupled with his points picked up at the first qualifier he is assured of an invitation to the National.

The only class in which all the winners went over was the 500. Gary Chandler had the fastest time of 10.2 seconds closely followed by Duffy Douglas, Will Alford and Henry Polley, all of Texas. All of them were riding 500 Yamahas except Will who rode a new 370 Bultaco.

The overall winner did come out of the Open class. Gary Waddell of Nebraska on a 950cc Triumph twin set a very fast time of 9.8 seconds on his first run and was able to sit back during the second round and watch all the other big bikes bury up at the ledge, except Henry Polley on a 750 Triumph. He was the only one to go over the second round. After having the sand eat up his master link on his first try Mike Jones of Texas on his 1000 built by Jack Wilson of Bid D Cycles in Dallas really was screaming when he went over the boogey man ledge which had become under cut by then. Everyone was saying there goes the fastest run of the day when his bike suddenly did a super flip-flop and landed nearly upside down. The only other riders who had a chance then was Gary Chandler on a 900 Honda and Tom Hairston on a 1000 Triumph triple, but the sand got them also.

The only two girls to run with the men were Dee and Maris Massengale from Dawson, Iowa. Dee rode in the 125 class on a Bultaco and went home with fifth for a 106 foot ride. Maris, who is nearly always in the National Hillclimb standings, rode a 200 Bul and a 650 Triumph. The Triumph gave her problems on both runs but she made up for it on the Bul. Her 151 foot run netted her a second and an invitation to Pennsylvania.

Even though the turnout was small the competition was fierce and all the winners know that they deserve their

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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

July 9

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

CMC MX
Seattle International Raceway, 5 mi. E of Auburn, Wash. off Hwy. 18. Starts 7 pm. Entry $4 mini, $5.50 Jr/Int, $8 Pros. 100% Pro p.b. 206/631-1550.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, Calif. Fwy. 91 to Pierce exit. Prac. 6 pm, race 7. Entry $5. 200% p.b. to Ex. 30% brass. 714/689-1913.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs.; $1 kids 8-12 yrs. 213/334-4949.

July 10

BMMC SHORT TRACK
Triangle Speedway, 2 mi. SW of Hermiston, Ore. on Westland Rd. Prac. 7 pm, race 8 pm. Entry $3 per class. 100% cash or brass p.b. Class C tires, sil. req. Blue Mtn. MC, Box 590, Hermiston, Ore. 503/567-5744.

395 TT & H-M
395 Cycle Park, Adelanto, Calif. No memb. req. Sign up 6-7:15 pm. $4 entry, $2 gate. Free O.N. Camping. 25% brass. 714/246-6109.

SRA DIV II SPEEDWAY
South Bay Park Speedway, Chula Vista, Calif. S on I-805 from Chula Vista past Palm, take Otay Mesa Rd. exit & go E 5 mi. Gate open at 6 pm, races at 8. 714/420-7414.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own classes. 714/674-5383, 826-2386.

CENTRAL

D-20 AMATEUR FLAT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

July 11

AMA MOTOCROSS
Santa Cruz Cty. Fairgrounds. Hecker Pass Rd. & Hwy. 152, Watsonville, Calif. Sign up 6-9 am, prac. 8-9, race 9:30 am. Nov/Am entry $6.50, Ex. $20. 4th race of 7 race series for $1200. 408/426-3237.

STEVE DARROW TRIALS SCHOOL NO. 2
R.C. Property, 10-5 pm. Entry $6. To reserve call Steve 415/369-3966.

OMRRA OREGON NATIONAL RR
Portland International Rcwy., North Portland, West Delta Park off I-5. Prac. 9 am, heats 12:30, Main 3 pm. Entry Am $13-3/Pro $20-10. Approx. $500 purse for Open GP & 250 GP. Post entry add $5, add $3 gate. PO Box 13454, Portland, Ore. 97213. 503/232-5150.

D-36 MOTOCROSS
Prison Hill, Carson City, Nev. T-Car exit E of Carson City — go 1 mi. past T-Car. 8 week summer Hi Point series. Sign up 6:30-7:30, Prac. 7:30-8:30, race 9 am. Entry Nov/Am $9, Ex. $20. Semi-Pro p.b. All classes, minis, OT, PP brass. $3000 med. ins. R TEAM, 6325 Blackwood Rd., Sun Valley, Nev. 89431. 702/673-1124.

AMA CLASS A SPEEDWAY
Sears Pt. Int'l Rcwy., Hwy. 37 & 121, Sonoma, Calif. 95476. I-80 or 101 to Calif. 37 to Sonoma turn off 121. Track at gate 5. Start 1:30 pm. 707/938-8448.

AFM ROAD RACE
Ontario Motor Speedway, Ontario, CA. I-10 E to Haven Ave. Enter gate 8. Gate open 7:30 am, prac. 9, race 1 pm. Entry $15 mail, $17 post-$5 extra class. All classes & sidecars. Cmaber Co. Superstreet Series $200 purse. AFM, 13813 Caulfield Ave., Norwalk, Calif. 90650. 213/921-5667.

D-37 DUAL EURO SCRAMS
Limed from Calif. City, Calif. Minors riding Beginner class must have notorized letter of authority. Desert Vipers & Antelope Ramblers. 714/842-3092.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, Calif. All classes. Gals & minis welcome. 3 motos Sptsm., 2 long motos Ex. Cash to Ex. 30% brass to Sptsmn, same day. Free camping. $10/$12 Ex., $6/$8 Sptsmn. entry. Gate open 7 am, race 9:30 am. 213/830-7519.

TT SCRAMBLES
Sidewinder Speedway, Kingman, Ariz. 6 mi. E of Kingman, access at Airport Underpass. Prac. 10 am, race 11 am. Beg/Nov/Am entry $4 plus $1 gate. Experts mail $8-post $10 plus gate. $400 Ex. purse plus 50% entry p.b. Box 408, Kingman, AZ 86401. 602/753-6470.

BOSS CMC SEMI PRO MX
Helvetia Park, West Sacto. Harbor turnoff N, 7 mi. along river to track on L. Gate open 6:30 am, race 9. Entry $8/$15. Free swimming. 100% brass to minis, 30% others. 110% Pro p.b. All classes. 916/635-5240.

ITA WATERMELON TRIALS
Saddleback Park, Orange, Calif. Sign up 8 am trials 9:30. Entry $5. EX., AM., NOV., BEG., SR & WO class. Marland Whaley, National No. 1 will attend. 4 loops/15 sec. per loop. Watermelon after trials. 714/879-0570.

D-35 DBL PT MX
Spillway Park, U.S. 101 to Broadway off-ramp Santa Maria, Calif. Sign up 7 am, race 9. Entry $6/$11 Pros. 100% Pro p.b., 30% brass. Free camping. 805/937-6171.

HILL CLIMB
DeAnza Cycle Park, 10 mi. E of Riverside on Hwy. 60, take Theodore exit. New virgin hill. Stk & Mod classes. Sil & kill swit. req. Chains OK. Sign up 7-9 am. $3 gate, $6 entry, $2 watch. 714/653-5840, (eve) 653-7979 days.

AME SUMMER MX
Indian Dunes, Valencia, Calif. Gate open 7 am, sign up 7-8:30, prac. 8, race 9. Entry $7 mail, $10 post/Pros $12 mail, $15 post. Memb. req. 100% Pro p.b., 30% brass, gate prizes. $4000 med. cov. AME, 1421 Reseda Blvd., Reseda, Calif. 213/881-5778.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate open 7 am, race 9. CMC cd. req. 100% p.b. to Ex., 30% brass. Entry $8/$15 Ex. Sil. req. Rt. 2, Box 143c, Brentwood, Calif. 94513. 415/634-3328, 634-2086.

AME MINI MX
Indian Dunes, Valencia, Calif. Gate open 7 am, prac. 8, race 9. Entry $6. Memb. req. 33% brass, all classes. $4000 med. cov. 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

CENTRAL

W/ERA ROAD RACE
Oak Hill Rcwy., Henderson, Texas. 4 mi. NE of Henderson on TX Hwy. 43. Starts 9 am. Entry $13.50, 2nd class $7. Central Road Racing Club, 3812 Halfpenny Rd., Austin, TX 78722. 512/476-5470.

TEXAS MX NO. 4
Austin MX Park, Austin, Texas. All classes, Mini-Over 30. $1500 purse (paid by moto), $2500 overall. Entry Jr. $6, Int. $7, Ex. $12. Post entry Jr/Int $10, Ex. $15. Prac. 7-9, race 9:30 am. Austin MX Park, 3802½ Duval, Austin, Texas 78751. 512/451-2326.

PARADISE VALLEY MX PK
Alvarado, Texas. I-35 exit on Greenfield & Barnsville off. Follow signs. Campers welcome. Split prog. Start 10 am. $900 Ex. purse. All classes. Big brass. 817/834-0571, 834-8053.

July 12

BLM MEETING
Ad Hoc ORV Committee to Calif. St. Advisory Bd. Sacramento, BLM Office, 2800 Cottage Wy., 10 am. Will recommend ORV management measures to full board this month. Open to public.

July 13

SMOOTH SCRAMBLES
Petaluma Speedway, Petaluma, Calif. Sign up 4-7 pm, prac. 6-7, race 7:30 pm. Entry $3.50. Glad Super Scrambles series. 707/763-3468.

July 14

NIGHT MOTOCROSS
Indian Dunes, Valencia, Calif. Int'l track. All classes. Super dbl. motos. Prac. 7, sign up 6:30-7:30 pm, race 8 pm. Entry Sptsmn. $6/$7 non-memb. Fx. $10/$12 non-memb. CRC 213/830-7519 NMA 213/887-4547.

July 15

AMA PRO SHORT TRACK
Medford Rcwy., 1401 Sage Rd., Medford, Ore. Starts 8 pm. $900 purse. ¼ mi. banked dirt oval. 503/779-7779.

AME MINI MX
Indian Dunes, Valencia, Calif. Gate open 7 am, prac. 8, race 9. Entry $6. Memb. req. 33% brass, all classes. $4000 med. cov. 213/881-5778.

BLM MEETING
Riverside Dist. Multiple Use Advisory Board, BLM Office, 1695 Spruce St., Riverside, CA. 2 pm. Considering re-chartering the board. Possible change in board reps. Open to public. 714/787-1462.

July 16

MARK WILLIAMS BENEFIT TT
Oregon Sidewinders Track, Clackamas, Ore. 8 pm. $2000 AMA TT. $2 of each admission chg. goes to Mark Williams Benefit Fund. 503/659-1830, 659-1022.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

CMC MX
Seattle International Raceway, 5 mi. E of Auburn, Wash. off Hwy. 18. Starts 7 pm. Entry $4 mini, $5.50 Jr/Int, $8 Pros. 100% Pro p.b. 206/631-1550.

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

MOTORCYCLE SWAP MEET
National Orange Showgrounds, San Bernardino, Calif. 6 pm-11 pm. Sellers spaces $8. R.G. Canning's Show Headquarters, PO Box 400, Maywood, Calif. 90270.

AME MOTOCROSS
Antelope Valley Fairgrounds, Lancaster, CA. Antelope Valley Fwy. to Ave. I, E to 3rd St. E. N to gate. Gate open 4:30 pm, race 6:30. Entry $7/$12 Pros. Cash to Pros, 30% brass. No Beg. class. 805/942-2671.

CENTRAL

ROSS DOWNS AMA PRO SHORT TRACK
Ross Downs, on Hwy. 121 Business btwn. Ft. Worth & Grapevine, TX. Prac. 7 pm, race 8. $1200 purse. 214/276-0409, 481-1071.

D-20 AMATEUR FLAT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

July 17

SRA DIV II SPEEDWAY
South Bay Park Spdwy., Chula Vista, CA. S from Chula Vista on I-805, take Otay Mesa Rd. exit, E 5 mi., across from Brown Field Airport. Starts 8 pm. Student night. $1 off to school ID holders. $3 gen. adm., 8-12 yrs. $1. 714/420-7414.

395 TT & H-M
395 Cycle Park, Adelanto, Calif. No memb. req. Sign up 6-7:15 pm. $4 entry, $2 gate. Free O.N. Camping. 25% brass. 714/246-6109.

CRC MOONSHINER NITE ENDURO
Charlie's Place, Red Mtn., Calif. A,B,&C rider, Women & Minis. 1-loop, 45 mi. 11 p.m. start. Mail entry must be rec. by July 14. 20% brass & fin. pins. Super easy, fun course. No CRC pts. Mail $15 & 2/sase to CRC, 7601 Arlington Ave., Riverside, CA. 92503. Post entry $20. CRC memb. deduct $2. 714/689-6114.

D-37 TT SCRAMBLES
Elsinore Raceway, Hwy. 71 & Lugonia, Elsinore, Calif. Entry $3.50, gate $2. Sign up 5:30-6:30 pm, prac. 6:30-7:30, race 8 pm. Gripsters MC, PO Box 272, Placentia, CA 92670. 714/523-8979.

July 17-18

W/ERA NAT'L. RR
Ontario Motor Speedway, Ontario, Calif. $3250 purse. W/ERA/AFM /CMC/AMA Pro lic. OK. $18 first bike, $7 additional. Antique MC show & MC/CB/Auto swapmeet. Hot line 714/623-0082.

SPEEDWAY SCHOOL
Ken Maley Ranch, near Corona, Calif. Mike Bast instructing. Two day session with video playback. Limit 10 students. 714/735-0540.

July 18

DRA DESERT RACE
California City, S of Galileo Hill. Limed from 17 mi. N of 4/Corners Hwy. 395, L side, also from Cal City Golf Cse. Start 9 am. Water truck for desert showers. DRA pts., fin. pins, 20% brass, $390 purse. $3000 med. ins. 714/373-4647.

CMC JR/INT MX
Saddleback Park, Orange, Calif. No Pros. Gate open 7:30 am, prac. 8, race 9:30 am. CMC lic. req. $7 mail entry, $10 post. $2500 in merchandise. CMC, PO Box 1402, Costa Mesa, Calif. 92626.

AFM NORTH ROAD RACE
Sears Point Rcwy., Hwy. 37 & 121 in Sonoma Cty., Calif. All classes. Pre-entry deadline July 14. $15 first bike, $7 extra class. Post $18/$8. Gate open 8 am, prac. am, race pm. AFM, 6548 Wyndham Dr. No. 2, Sacramento, Calif. 95823. 415/938-3178, 547-2947.

D-37 DUAL EURO SCRAMS
5 mi. N of Soggy Dry Lake, Limed from Lucerne Valley, Calif. 8 am start. $6 entry "Double Points European Scrambles." Checkpoints/Doublecrossers MC. 213/697-2978 after 7 pm.

D-36 MOTOCROSS
Prison Hill, Carson City, Nev. T-Car exit E of Carson City — go 1 mi. past T-Car. 8 week summer Hi Point series. Sign up 6:30-7:30, Prac. 7:30-8:30, race 9 am. Entry Nov/Am $9, Ex. $20. Semi-Pro p.b. All classes, minis, OT, PP brass. $3000 med. ins. R TEAM, 6325 Blackwood Rd., Sun Valley, Nev. 89431. 702/673-1124.

AMA CLASS A SPEEDWAY
Sears Pt. Int'l Rcwy. Hwy. 101 or I-80 to Hwy. 37, then to Hwy. 121 turnoff to Sonoma. Gate 5 at Rcwy. Gate open noon, race 1 pm. 707/938-8448.

TT SCRAMBLES
Del Norte Cty. Fairgrounds, Crescent City, Calif. Prac. 10 am, race noon. Entry $5. Del Norte Racing Assoc. 707/464-2983.

BOSS CMC SEMI PRO MX
Argyll Park, Hwy. 113, 12 mi. S of Dixon, CA. Gate open 6:30 am, race 9. Entry $8/$15. New track layout, 30% brass, 110% p.b. to Ex. All classes. 916/635-5240.

CRC MOTOCROSS
Indian Dunes, Valencia, Calif. Int'l. course. All classes, minis & gals welcome. 3 motos Sptsmn., 2 long motos Ex. Cash to Ex. 30% same day brass others. $3000 med. ins. $10/$12 Ex., $7/$9 Sptsmn. entry. Gate open 7 am, race 9:30. 213/830-7519.

D-36 SCRAMBLES
San Jose Fairgrounds, San Jose, Calif. Six race series. Dbl. Black Plate pts. for all 6 races. No dbl. pts. for minis. Four top Ex.

series win expense money for Western Regional Championship at Tulare. Nov/Am go for high series brass in engine sizes.

D-35 MOTOCROSS
Spillway Park, U.S. 101 to Broadway off-ramp, Santa Maria, Calif. Sign up 7 am, race 9. Entry $6/$11 Pros. 100% Pro p.b., 30% brass. Free overnight camping. 805/937-6171.

W/ERA MOTORCYCLE FAIR
Ontario Motor Speedway, I-10 to Haven exit, Ontario, Calif. Admission $4. MC swap meet, custom & cafe show, poker run, manufacturers display & W/ERA National RR. W/ERA MC Fair, PO Box 23, East Irvine, Calif. 92650. 714/559-0199.

MOTOCROSS
Edwards AFB, Corner Forbes & Lancaster Ave. Antelope Valley Fwy. to Rosamond. Rosamond Blvd. to Edwards. Sign up 7-8:30 am, race 9. Entry $6. No Pro class. Same day brass. Free camping. Watch free. Desert Wheels MC. 805/258-4250.

D-35 SCRAMBLES
Fresno District Fairgrounds, Kings Cyn. & Chance Ave., Fresno, Calif. Starts 6 pm. Entry $$ $ $1 ins. Benefit for Fresno Soccer Foundation. Rider sign up 12-4 pm. Prac. 3-5. Gen. Adm. $2.50. Fresno Soccer Foundation & Fresno MC. PO Box 11503, Fresno, Calif. 93773. 209/291-0963.

D-37 END DOES MX
Indian Dunes, Shadow Glen cse., Valencia, Calif. Sign up 7, prac. 8, race 9. Post entry only $8. D-37 riders $1 discount. No water crossings. 2/20 min. motos. OT, special 250 womens class, no hacks, no minis. $3000 med. Free drawing for prizes. End Does MC. 805/497-4983.

CMC BICENTENNIAL MX SERIES
Puyallup Rcwy. Park, Puyallup, Wash. Gate open 8:30 am, sign up 8:30-10, prac. 10:15-10:45, race 10:45 am. Entry $4 minis, $5.50 Jr/Int, $8 Pro. 100% p.b. Pros. 206/631-1550.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate open 7 am, race 9. CMC cd. req. 100% p.b. to Ex., 30% brass. Entry $8/$15 Ex. Sil. req. Rt. 2, Box 143c, Brentwood, Calif. 94513. 415/634-3328, 634-2086.

CENTRAL

TEXAS MX FINALS
Rio Bravo Cycle Park, Houston, Texas. All classes, mini-Over 30. Prac. 7-9 am, race 9:30. Entry Jr. $6, Int. $7, Ex. $12. Post entry Jr/Int $10, Ex. $15. $1500 Ex. purse (paid by moto) $2500 overall. Rio Bravo Cycle Park, 7919 Santa Elena, Houston, Texas 77061. 713/458-0090, 733-6744.

SHORT TRACK
Ft. Hood, Texas. Enter Ft. Hood at main gate & follow signs to Cowhouse Motorsports Pk. Starts 11 am. Entry $4. Brand new 1/8 mi. 60 ft. wide banked corner track. 817/532-2750.

July 20

CRC MX
Ascot, Gardena, Calif. Gate open 5:30, prac. 6-7, race 7:30. Admission $3, H.S. students $2, free parking, free rider gate. 30% trophies same nite. Cash payback to Experts. (213) 830-7519.

July 23

AMA HALF-MILE
Manzanita Speedway, 35th Ave. & Broadway, Phoenix, Ariz. Starts 8 pm. Full Pro/Ex/Jr/Nov program. $1200 puse. 602/276-7575.

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

CMC MX
Seattle International Raceway, 5 mi. E of Auburn, Wash. off Hwy. 18. Starts 7 pm. Entry $4 mini, $5.50 Jr/Int, $8 Pros. 100% Pro p.b. 206/631-1550.

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

July 23-24

BLM MEETING
Bakersfield Dist. Multiple Use Advisory Comm. Bishop, Calif. Bank of American Conf. Rm. & Westerner Motel Conf. Rm. Field tour of Eureka Dunes (supply own transp.) discussion on re-chartering Eureka Dunes plan. Open to public. For oral stmnt. Chmn. Homer Harrison, c/o Bakersfield Dist. Mgr., BLM, 800 Truxton Ave., Bakersfield, CA 93301 by July 22.

July 24

395 TT & H-M
395 Cycle Park, Adelanto, Calif. No memb. req. Sign up 6-7:15 pm. $4 entry, $2 gate. Free O.N. Camping. 25% brass. 714/246-6109.

OLY SUPERBOWL OF MX
Los Angeles Coliseum, downtown Los Angeles. STarts 8 pm. AMA/FIM event. Tickets $10-$7.50/Victory Circle $15. 213/747-7100.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Pk. All classes & minis. Sign up 4:30 pm, race 6 pm, 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

D-36 SEMI PRO ST
Pioneer Rodeo Grnds., btwn Oakdale & Escalon off Hwy. 120 then S on Pioneer Ave. Sign up 4-6 pm, prac. 4:30-6, race 7 pm. Entry $3.50/Semi Pro $6. 100% p.b. Oakdale MC. 209/869-1457.

SRA DIV II SPEEDWAY
South Bay Park Speedway, Chula Vista, Calif. S on I-805 from Chula Vista past Palm, take Otay Mesa Rd. exit & go E 5 mi. Gate open at 6 pm, races at 8. 714/420-7414.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

BMMC SHORT TRACK
Triangle Speedway, 2 mi. SW of Hermiston, Ore. on Westland Rd. Prac. 7 pm, race 8 pm. Entry $3 per class. 100% cash or brass p.b. Class C tires, sil. req. Blue Mtn. MC, Box 590, Hermiston, Ore. 503/567-5744.

CENTRAL

D-20 AMATEUR FLAT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

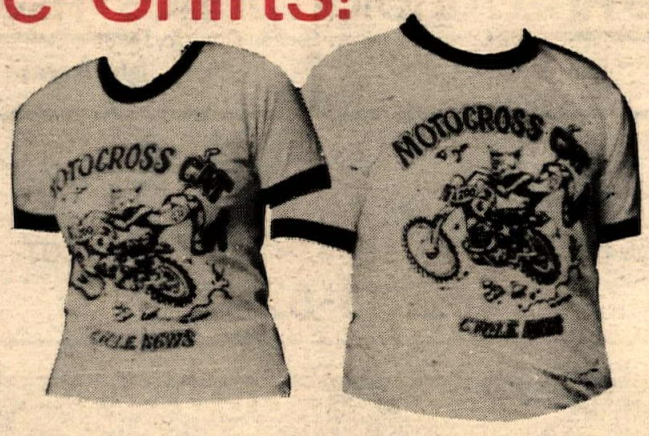
June 25

D-37 HARE SCRAM
Camp Rock Rd., Lucerne Valley, Calif. Start 9 am. Entry $7. 5th Annual Bota Run, Bota Bag contest Sat. 8 pm. Beg. go 1 loop. 2-36 mi. loops. Limed from Y Cafe. Spokbenders MC. 714/897-9745.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, Calif. All classes. Gals & minis welcome. 3 motos Sptsmn., 2 long motos Ex. Cash to Ex. 30% brass to others. Free camping. $10/$12 Ex., $6/$8 Sptsmn. entry. Gate open 7 am, race 9:30. 213/830-7519.

CYCLE NEWS PRODUCTS

Tee-Shirts!



Special $1 off
Motocross Cat Shirt
NOW $4.95

Please rush me my MX CAT SHIRT(S) as checked below. I understand I may return any CYCLE NEWS PRODUCT for full refund within 30 days if I am not satisfied. (California residents add 6% sales tax).
I would like ☐ T-shirts at $4.95 each
Check size: Small ☐ Medium ☐ Large ☐ X-Large ☐

Name _____
Address _____
City _____ State _____ Zip _____

Enclose check or money order
ADDRESS:
Cycle News Products, Box 498, Long Beach, CA 90801

When in doubt, gassit!

DEALERS•MANUFACTURERS•CLUBS INQUIRE
Oly Superbowl of MX July 24
OLY SUPERBUS PROGRAM
714-752-0503

CMC MOTOCROSS
Ascot
Every Thursday Night
213-323-1142

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

it's happening with CRC

De Anza • Indian Dunes • Ascot

Coming soon — Escape Country!

Day Races | Night Races

Sunday — Day Races

July 11 — De Anza
July 18 — Indian Dunes
July 25 — De Anza

Night Races

Every Wednesday Night at Indian Dunes

TUES., JULY 20 AT ASCOT

info: 213-830-7519

ESCAPE COUNTRY
District 37 HILLTOPPERS M.C.
GRAND PRIX
July 31st & August 1st
714-586-7964

Ride With The Best

Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

Every other Wed. Night starting June 16th South Bay Park Speedway

ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE

CMC LICENSE REQUIRED $8.00 PER YEAR

$3000.00 MEDICAL INSURANCE

CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

SADDLEBACK

Saturday Motocross
$3,000 Medical Insurance
2-30 minute motos — Jrs. & Beg.
2-40 minute motos — Int. & Pros.
July 11 — Motocross
July 17 — Superbowl of MX — 1st winners — Superbowl MX tickets — 2nd-Superbowl MX T-shirts — 3rd-trophies — cash to pros

24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30

Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.
Not affiliated with Saddleback Park

Race with AME

A.M.E.

—Indian Dunes—

Sunday, July 11 + Minicycles
Sunday, July 25 + Minicycles
Every Friday Night + Minicycles

info: 213-881-5778

SRA COMING EVENTS

July 18 — Riverside G.P. & Las Vegas T-shirt contest.

July 25 — Desert Team Races — 7 miles North of Adelanto on Hwy. 395

August 8 — Crack O' Dawn Enduro (5:30 am) Women & under 16's go Saturday.

Sportsman Racing Association
PO Box 3882, Torrance, CA 90510
(213) 320-1015

No Bribe, No Ride

★★★★★★★★★★★★★★★

Corona Raceway

MX Every Fri. Night
200% Expert Payback
30% Trophies
No High School MX competition
714-735-1705

July 11 $1,000 Purse MX

Saddleback Park 714-581-2778

AMC

Every Friday Night MX O.C.I.R.
200% payback to Pros
info: 714-581-2778
AMC

AMC

RACE SCHEDULE
July 11 — Saddleback
July 18 — De Anza
July 25 — Saddleback
August 1 — Carlsbad
INFO 714-581-2778

REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in the calendar blank and your event will run until cancelled. Free of charge.

WEST

Motocross

ASCOT
Gardena, Calif. 213/323-1142. CMC MX every Thursday night.

CANYON RACEWAY
Phoenix, Ariz. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

DeANZA PARK
Sunnymead, Calif. Every Saturday & Sunday. 714/653-2633, 735-1301.

ESCAPE COUNTRY MX
Trabuco Cyn., CA. 714/586-7964. Every Sunday.

EUGENE MX
Eugene, Ore. 503/344-0140. Every Sunday.

FREMONT RCWY
Fremont, Calif. 415/881-1039, 278-4269. Nite MX every Thursday.

INDIAN DUNES PARK
Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.
Nite MX every Wednesday.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
Yuba City, Calif. 916/674-3109, 674-3094. D-36 Semi Pro MX every Saturday nite.

ORANGE COUNTY INTERNAT'L RCWY
East Irvine, Calif. CMC nite MX. Every Wed 714/559-0199 AMC every Friday nite. 714/581-2778.

SADDLEBACK PARK
Orange, Calif. 714/558-1584. AMC MX 2nd & 4th Sundays: CMC MX 1st, 3rd & 5th Sundays: SAM MX every Saturday.

SANDHILL RANCH
Brentwood, Calif. 415/634-3328, 634-2086. CMC MX every Sunday.

SEATTLE INT RCWY
Auburn, Wash. 206/631-1550. CMC MX every Friday night 7 pm.

SOUTH BAY PARK
Chula Vista, Calif. 714/420-7414. CMC MX every other Wed. night.

Dirt Track

CORONA RCWY
Corona, Calif. 714/735-1705, 689-1913. Half-Mile, ST & TT every Wed. nite.

CYCLE LAND SPDWAY
Chico, Calif. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

INDIAN DUNES
Valencia, Calif. 805/259-8000. Class C Short Track every 2nd & 4th Friday.

MANZANITA SPEEDWAY
Phoenix, Ariz. 602/276-7575. AMA TT Wednesday night.

MEDFORD RACEWAY
Medford, Oregon. 503/779-7779. AMA Sportsman Short Track every Friday nite 8 pm.

PERRIS RACEWAY
Perris, Calif. 714/657-3678. Short Track & TT every Saturday night 8 pm.

WEST CAPITOL RCWY
West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Sept. 10. 916/961-7484, 371-3050.

Speedway

CAL EXPO
Sacramento, Calif. AMA Class A Speedway every Friday nite. 916/489-0476.

SAN JOSE CTY FAIRGROUNDS
San Jose, Calif. AMA Class A Speedway every Saturday night.

SEARS PT Int'l Rcwy
Hwy. 37 & 121, Sonoma, Calif. 707/938-8448. AMA class A Speedway every Sunday afternoon.

SPEEDWAY
Hanford Fairgrounds, Hanford, Calif. SRA every Fri. night. 209/683-7730.

CENTRAL

Motocross

ANTELOPE CREEK MX
Borger, Tex. 806/273-6571, 857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am, 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG BLUFF MX
Wellington, Texas. 806/447-2101. MX every first Sunday of month.

BIG DUD
Albuquerque, N.M. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, TX. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo. 303/443-0825. 2nd Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am every 2nd Sunday. 214/438-1919, 817/461-3710.

CYCLELAND MX PARK
Roland, Okla. Am/Ex/mini 2nd Sunday each month. 501/783-5822, 646-2148.

HI-NOON OPTIMIST MX
Big Spring, Tex. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RACEWAY
Prague, Okla. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Tex. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Tex. 817/694-2901. Every 4th Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every Friday night thru Sept. 817/267-9153, 237-8138.

MIDADO RACEWAY
Stephenville, Tex. Cross country every third Sunday of month. 817/965-6179.

MOSIER VALLEY MX PARK
Euless, Tex. Pro-Am. 817/267-5193 or 277-9917. Every 1st, 3rd & 5th Sunday.

MOTORCYCLE RACEWAY
Oklahoma City, Okla. 405/677-1381. MX every Saturday nite.

OAK HILL
Between Alvord & Decatur, Tex. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
Danbury, Tex. 713/849-4461 or 922-1145. AMA every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tex. 817/783-2778, 640-1994. Every 2nd & 4th Sunday.

RED RIVER MX
Bulcher, Tex. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

RIO BRAVO PARK
Houston, Tex. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO MX
San Angelo, Tex. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE COUNTY MX PARK
Seminole, Okla. Pro-Am. 405/382-5818. Every 1st & 3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Tex. 214/272-6376. Every 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. 405/372-7222.

TWIN OAKS PARK
Claremont, Okla. 918/341-1143. Every 2nd & 4th Sunday.

TURNPIKE MOTOPARK
SE corner Dallas/Ft. Worth Turnpike, Callas, TX. 522-5120. MX every 2nd & 4th Sundays

Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am. 713/576-6025. Every Sunday.

BUFFALO PARK
Carrollton, Tex. AMA ST every Sat. night. Pro race every 1st Sat. 214/241-1359, 242-8117.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

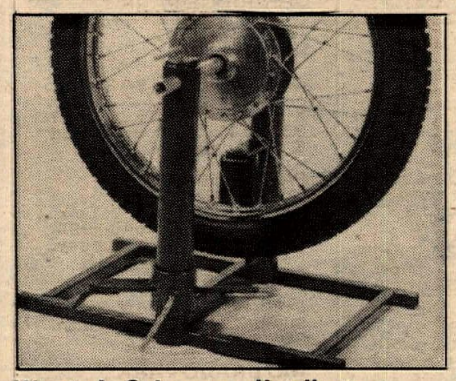
DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

ROSS DOWNS
Garland, Tex. AMA Am Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

WANT ADS



Wanted: Salesman distributor
For unique patented motorcycle tire changing machine. High sales potential. Days: (213) 698-2595 ask for Walt Lund, nights (213) 941-7217. (27)

******* Trick DKW 125 ******
Ready to race: Porting & down pipe by E. C. Birt's, D.I.D.s, plastic tank & fenders, custom air box & seat, Konis. Faster than hell — come and see for yourself, $590.00. (213) 336-6063 or (213) 443-2221. (27)

Complete new Penton enduro
Kit — V.D.O., drive, lights, rack, tool pouch, tools & all mounting hardware, $100. (213)

Wanted
Forks for 1973, 360 MX Yamaha, or equal. (805) 595-8390. (27)

'75 Husky 360 GP
Excellent condition, never raced, 2 tanks, skid plate, etc. $1400. Call after 6 (213) 866-4411. (27)

1970 Husky 400cc, $400.00
Excellent condition, Curnutt shocks, Waters skid plate. Don Vesco tank, Honda fork seals, Inter-Am bars, 4.75 Barum rim-saver. Late 36 millimeter Bing carb., new seat & fenders. Bought new bike. Must sell — Torrance area (213) 530-4432 evenings. (27)

'76 RM370
Excellent condition — full float brake — air forks — Twin Air — new chain and sprocket — DID, extras. $1000. (213) 541-1751. (27)

Northern California Motorcycle mechanic wanted
Serviceman only, 2 & 4 stroke, welding and machine work. Top wages and benefits. Write: Cycle News, P.O. Box 498 Dept. VH, Long Beach, CA 90801. (26/4x)

Mail order Bell helmets!
Moto Stars, 120s, Magnums & RTs. Rushed freight free to your door. Call or write: Dirt Riders West, 4545 N. 7th St., Phoenix, Ariz. 85014. (602) 266-7514. (26/4x)

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'74½ GP 450 with factory tank, DIDs, etc. Very clean and fast. Must sell, many extras. Sacrifice $575. (714) 687-5263. (26/2x)

1970 Yamaha DT-1 (250cc)
Recently rebuilt and street legal (lic. No. 2J6314). Asking $350. Call Ken at (714) 547-4472 after 3 p.m. Mon.-Fri. (26/2x)

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Works Performance. $105.00 w/springs, M/T gas shocks w/s, $89.95. Boge LTG w/s, $99.95. Bilstein wo/s, $83.95. Lay down suspension, most bikes, $65.00. G.S. Sigman Race Car Engr. (213) 830-4678. (26/2x)

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New Wasp sidehack MX frame
Multi/cyn. frame, L/H chair, large tank & seat, call diesel. This is a complete Wasp kit, not just parts! (216) 297-5731. (26/4x)

Mechanic wanted
Must be experienced in all phases of motorcycle repair. Brands are Yamaha and Bultaco. Call Cal or Dex, Yamaha of El Monte (213) 442-5800. (26/2x)

'74, 400 CZ
Hardly ridden, back injury forces sale, $725. (714) 994-3985. (27)

THANKS to Steve 132c!
From Don and Peggy (27)

'73 SL 125 Honda
Excellent condition, only 235 miles, $375. (213) 862-1500. (27)

'74 CZ red frame 400
Air forks, lay down air shocks, Uni chain tensioner, original tires. Bike is out of the crate fresh. Desperate!! $700.00. (213) 889-1142 or (213) 889-6001.

'75 Bultaco 250 Pursang
S&W fork springs, Metzelers, Diamond chains, plastic fenders, excellent condition, $800.00. (213) 656-3943. (27)

'73 Yam 250TT/HM, '71 Suz 90
Yam bought new in '74. Ported, cut & modified piston, Bassani pipe, 34 Mikuni, including stock parts, $650. Suz. enduro completely rebuilt, $275. After 5 p.m. (714) 993-4768. (27)

1973 Pursang 250
Excellent condition, nickel frame, 8" front, aluminum handlebars, rebuilt chamber, brand new — moved up Telescos, clutch and sideplates. $650. (714) 525-7858. (27)

'74 Suzuki TM 125
Ported, 30mm Mikuni, pipe, brand new Diamond chain, K&N filter. Very trick, and fast, well maintained, excellent cond. Many extras, $425.00/offer. (A97L33). (714) 688-9309. (27)

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Special 4 rail heavy duty No. 2000 cap., $250.00. Ken's Custom Trailers. (213) 923-5967 or (213) 862-8601. (27/TFN)

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Experienced mechanics needed immediately. Year around position, salary open, good working condition, paid benefits. Suzuki, Norton, Moto Guzzi, dealer. S.F. Valley, Jerry (213) 849-7295. (27/TFN)

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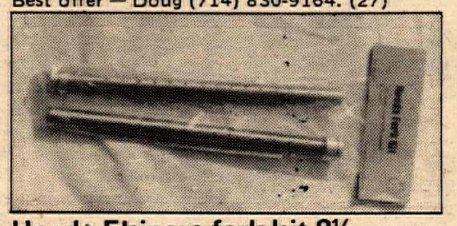
Cycle trailers $176 & up
Major brand 2-5 rails — small or large wheels. Utility & car trailers also. Hitches, TI-downs & acc. All 20% off list. MSC, Sun Valley (213) 767-1757. (14/TFN)

'71 Bultaco 250 Pursang
Excellent condition, complete rebuilt engine, very fast, like new. $400.00. (213) 634-4034.

'76 Honda 250 Elsinore
Excellent condition, must sell immediately, $1000.00. (213) 532-0890. (27)

'73 Yamaha 500SC dirt
Never apart — bought in '74 — 200 miles. Fixed up, runs great! Blue Book $560-$750. Best offer — Doug (714) 830-9164. (27)



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They work with air or springs & have progressive dampening. Fits CR125 8"+ & 250 8½". Also call on other Hondas. $19.95 plus tax and postage. Hiiesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280. (26/2x)

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Stock, excellent condition, $600.00 or best offer. (213) 886-1895. (26/2x)

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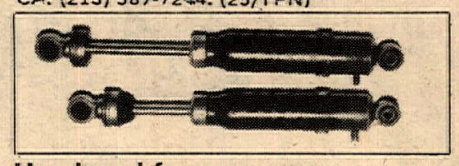
YZ 250s, YZ 400s, TT500Cs, YZ 125Xs, XT500Cs, YZ 80Cs, & IT 400Cs. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (25/TFN)



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Perfect condition, never been raced fast, new 4.60 Trelleborg, two tanks, Skyway silencer, plastic GP replica fenders. Must sell to buy new Husky, perfect enduro, trail or fun MX bike. $795.00. Call after 6 p.m. (213) 421-4904. (26/TFN)

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Skyway pipe, fork kit, 30mm Mikuni, good condition, ridden 30 times, lost interest. $500.00 or highest offer. (213) 294-4945. (27)

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'72-'73 Yamaha 100 MX, Turtle susp., milled head, dependable. (213) 678-8786. (27)

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34mm Mikuni, Curnutts, DID, ridden little, like new, $495. (213) 285-6732. (27)

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Enduro ready, great desert bike, reliable, modified eng., long travel suspension, loads of accessories. Plus street equipment. $695.00. (213) 342-6989. (27)

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He does it because he's allergic to smog and wall-to-wall people, but he also does it so that Cycle News can make you aware of what's shaking in the fast-paced world of motorcycling — not only who won last week but who helped the sport survive another week in a hostile environment. He's out there somewhere now, with five other full-time editors, facing the elements with nothing more than a bike, a sleeping bag, and an unlimited expense account.

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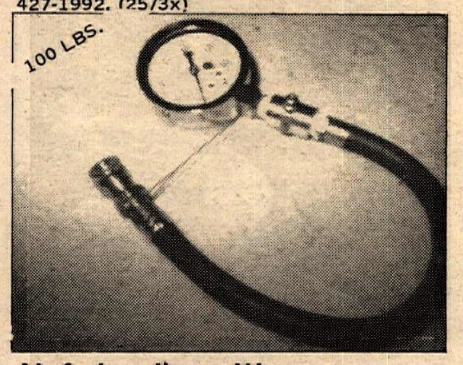

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'73 SL 350 Honda	$299
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'72 250 Pursang	$299
'73 175 Pursang	$399
'75 YZ 360 Yamaha	$799
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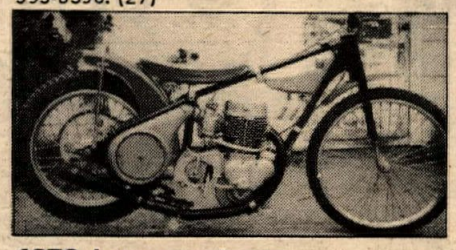

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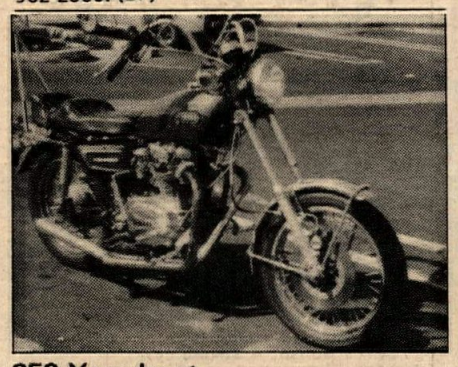

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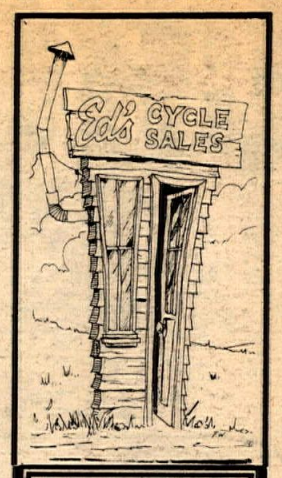

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The railroad runs through Elsinore

By Lane Campbell

ELSINORE, CAL., JUNE 28

Rawhide Cycle Park came to a sorry end this evening, as the Elsinore City Council revoked its conditional use permit on complaints initiated by motorcycle-haters whose residence of record is not Elsinore, but Perris. This was just one of the bitter and ironic twists in events leading to the park's closure.

Rawhide has been without a tenant since Spring, but the owner, Ben Fleming, had found a prospective operator, who was at the meeting accompanied by Mike Capalite. Fleming had brought along his brother, a lawyer from Brawley, and together they hoped to be able to rebut the charges, or at least arrange to mitigate the alleged permit violations.

The violations stemmed from conditions of the use permit that were not adhered to, according to a letter signed by the apparent leaders of the closure movement, a Fred and Sallee Hermes, of 20170 Riverside St., Perris. Yes, Perris. The permit contained provisions like "all two wheeled vehicles shall be restricted to one rider," and "trails must be marked with 12 x 9 inch wooden signs every 200 feet." According to Mike Capalite, a permit containing such restrictions should never have been agreed to, in the first place. Now it had risen up to haunt them.

What were the Hermes' motivations? It's hard to say. Mike Capalite tried to talk to them, to conciliate or learn the reasons for their complaint. The man, a henpecked-looking bearded gent, might have talked, but the woman, brimming with bitterness and hatred, told Mike to go back where he came from and would have sworn at him but bit back her words.

Mike did learn that they had moved onto their land after the park had been in existence. Later, it came out that the woman had been an employee of the park at one time. Curiouser and curiouser.

When the council came to the matter, they rejected lawyer J. W. Fleming's plea to re-open testimony so his brother could, for the first time, rebut the specific charges. No way, said the council, after consulting with the city attorney. They would move directly to decide the park's fate, based solely on testimony heard at a formal hearing June 14 – a hearing which had been publicized in Elsinore proper, but which had not been known to Fleming (or to Cycle News) in time to attend. In the back of the room, the Hermes female awoke into bitter cursing that the council would even think of giving Fleming a chance to speak.

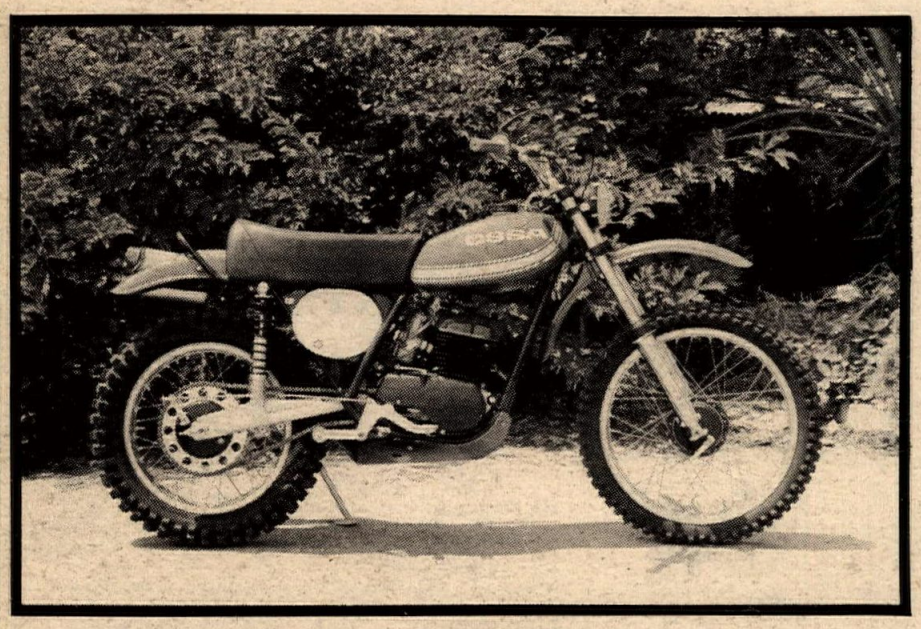
So, with further testimony closed, the council proceeded in sequence to vote yes or no on whether the violations had occurred, and then to revoke the conditional use permit.

The Hermes couple stalked out with a sneer; and an old woman, barely able to hobble, quietly asked, "Why did they do that? Now they'll be riding motorcycles all over everywhere, illegally, and who'll do anything about it?"

Ben Fleming now has 900 acres of useless land, drawing taxes and earning nothing, unless he chooses to sell it for another tacky housing tract. There has been some interest expressed via telephone that State Parks and Recreation might screen the site for a possible Green Sticky Park. Fleming is about bummed enough to sell it to them. For the bitter, venomous motorcycle-haters who can move in after a cycle park opens and get it shut down, it would be poetic justice if it came to that.

OSSA

"Doing it in the dirt"



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